

# APPENDIX I: CHANGES TO THE 1991 COMPREHENSIVE PLAN

## INTRODUCTION

Each element of the 1991 Comprehensive Plan contains a series of recommendations divided into Goals, Objectives, and Implementation Strategies. These are listed, in numerical order, in the first column of the following table under the heading “1991 Plan.” The second column, under the heading “Status/Explanation,” explains how each of these recommendations was treated by the 2015 Comprehensive Plan Review Committee. In most cases there was either no change or minor changes wording that were made to improve clarity without altering the meaning. In some cases, the committee recommended substantive changes. The third column of the table, labeled “1999 Revision,” shows how each goal, objective, and implementation strategy appears in the updated plan.

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<b>OVERALL</b>		
<b>POLICY STATEMENTS</b>		
NOTE: THE POLICY STATEMENTS APPEAR IN THE INTRODUCTION TO THE COMPREHENSIVE PLAN RATHER THAN IN THE GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES SECTIONS. CONSEQUENTLY, THE COMMITTEE MADE NO SPECIFIC RECOMMENDATIONS TO AMEND THEM. NEVERTHELESS, SOME OF THESE STATEMENTS CAN BE FOUND IN ANOTHER FORM IN THE VISIONS, GOALS, AND STRATEGIES RECOMMENDED BY THE COMMITTEE.		
Encourage preservation of the County’s aesthetic qualities through the retention of large contiguous open space areas.	<i>Does not appear.</i>	
Establish residential land use densities that would allow the County population to expand to a maximum level of 80,000 people if all available residential land in the County were fully developed.	<i>No substantive change.</i>	1. Provide for orderly residential growth that would allow the County population to reach a maximum of approximately 80,000 persons. ( <i>Land Use</i> )
Ensure proper growth management by requiring that decisions on the type of development allowed in the County be based on present and/or planned availability of adequate utilities, community facilities and services, transportation networks, the presence of environmental constraints, and existing development patterns.	<i>Appears as a strategy in the <u>Land Use</u> element.</i>	2.1 Apply the appropriate land use density (units per acre) and intensity (type of use) to each parcel in the County based on the property’s physical characteristics and the present or planned availability of public infrastructure, facilities, and services.
Encourage the “node development” concept for new commercial and industrial development.	<i>Does not appear.</i>	
Promote opportunities for a variety of housing types including selected residential areas designed to provide “affordable” housing.	<i>Rewritten in the form of a goal and a strategy.</i>	1. Make suitable housing available to households of a wide range of income levels. ( <i>Housing</i> )
		1.1 Provide opportunities through zoning for a variety of housing types. ( <i>Housing</i> )
Promote community facilities in locations that serve the needs of all County residents.	<i>Rewritten in the form of a Vision statement.</i>	York County should be a place where the citizens feel safe from crime, receive prompt and effective emergency services when needed, and have convenient access to public

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		facilities at appropriate locations to serve them economically and efficiently. ( <i>Community Facilities</i> )
Promote a transportation network that provides for the safe, efficient, and convenient movement of vehicular and pedestrian traffic.	<i>Rewritten in the form of a Vision statement.</i>	People and goods should be able to move safely, efficiently, and cost-effectively within the County and throughout the region. ( <i>Transportation</i> )
Encourage the protection and preservation of the natural environment by maximizing the conservation of the County's natural resources and minimizing environmental degradation.	<i>Rewritten as a goal.</i>	Preserve and protect environmentally sensitive areas and natural resources from the avoidable impacts of land use activities and development. ( <i>Environment</i> )
Provide adequate utility service at appropriate locations to serve a variety of needs conveniently, efficiently, and economically.	<i>Revised for specificity and reworded in the form of a Vision statement.</i>	York County should be a locality where the people have access to safe and efficient means of wastewater disposal, to water supplies that are sufficient in quality and quantity to meet household and fire suppression needs, and to other utilities that enhance the overall quality of life. ( <i>Utilities</i> )
Encourage the diversification of the County's tax and employment base through the attraction and retention of clean, environmentally-sensitive industry and commerce.	<i>Does not appear.</i>	
Encourage the promotion of tourism and water-related commercial activity through proper land-use designation and public infrastructure improvements.	<i>Does not appear.</i>	
Ensure that industrial and commercial locational opportunities are provided in those areas that are most compatible with such use by providing for the extension of mainline public utilities to designated economic priority areas.	<i>Appears within Strategy #1 in the Economic Development element (shaded). Recommended service areas (Economic Development Priority Areas, which are identified in the body of the plan) are listed by name, with the addition of Commonwealth Drive and the Virginia Power property and the deletion of Denbigh Boulevard.</i>	1.1 Participate with the private sector in the development of two or more business/industrial parks in the County., with primary emphasis on the following: *** <ul style="list-style-type: none"> <li>Improving vehicular access and assisting in the cost of public sewer and water extension to Economic Development Priority Areas.</li> </ul> ***
Encourage the development of light industrial and corporate park environments.	<i>This policy statement appears, in much greater detail, as Economic Development Strategy 1.1 above.</i>	See above

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<b>COMMUNITY FACILITIES</b>		
<b>OVERALL GOALS</b>		
As the population grows, so too does the need for community services and the facilities where these services are provided. Such facilities include schools, parks, fire stations, libraries, jails, waste management facilities, and government offices. The overall goal is to provide high-quality community facilities at appropriate locations to serve conveniently, efficiently, and economically the needs of all County residents.	<i>Rewritten in the form of a Vision statement.</i>	York County should be a place where the citizens feel safe from crime, receive prompt and effective emergency services when needed, and have convenient access to public facilities at appropriate locations to serve them economically and efficiently.
<b>A. OBJECTIVES</b>		
1. Use the Comprehensive Plan to guide the process of budgeting County funds for capital improvement projects.	<i>No substantive change.</i>	1.1. Use the <u>Comprehensive Plan</u> to guide the budgeting of County funds for capital improvement projects.
2. Coordinate the location and timing of community facilities in recognition of existing and anticipated needs and characteristics of present and future populations.	<i>No substantive change.</i>	1. Coordinate the location and timing of public facilities in recognition of existing and anticipated needs and characteristics – including the age distribution and location -- of present and projected populations.
3. Recognize the County's community facility needs that are shared by neighboring localities and the opportunities of meeting these needs more efficiently through regional approaches.	<i>Revised and broadened.</i>	2. Avoid wasteful duplication of effort in the construction and operation of public facilities.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Each year, develop a six-year Capital Improvements Program to guide the construction of capital improvements in accordance with the Comprehensive Plan.	<i>Revised – <u>inclusion of the planning commission is a policy change.</u></i>	1.2. Annually review and update, with a resolution from the Planning Commission to certify its conformance with the <u>Comprehensive Plan</u> , the six-year Capital Improvements Program.
2. Ensure that architectural and aesthetic standards for community facilities meet or exceed the standards for private facilities so as to provide for public buildings that are attractive and set a positive example for high-quality development in the County	<i>Reworded – no substantive change.</i>	1.3. Provide public buildings that set an example for quality development in the County.
3. Design public buildings to accommodate a variety of uses.	<i>No change.</i>	2.2. Design public buildings to accommodate a variety of uses.
4. Where feasible and practical, cooperate with neighboring localities in the establishment of regional facilities to provide for greater convenience, efficiency, and economy in the construction and operation of community facilities.	<i>No substantive change.</i>	2.1. Where feasible, cooperate with neighboring localities to establish and maintain regional public facilities for the use of residents of multiple jurisdictions.
		<b>NEW RECOMMENDATION</b>

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		14.5 Provide regular, ongoing review, maintenance, and repair of school buildings.
<b>DETENTION AND LAW ENFORCEMENT</b>		
<b>GOAL</b>		
The goal for detention and law enforcement is to provide detention/correctional facilities of sufficient capacity to house securely the County's future inmate population.	<i>No change.</i>	6. Provide detention/correctional facilities of sufficient capacity to house securely and safely the County's future adult and juvenile inmate population.
<b>A. OBJECTIVES</b>		
1. Participate in regional approaches to providing facilities for the incarceration of both adult and juvenile inmates.	<i>Deleted – Objective has been met.</i>	
2. Provide for the separation of sentenced and unsentenced inmates and different types and classes of inmates (e.g., male and female, felons and misdemeanants).	<i>Deleted – Objective has been met.</i>	
3. Provide adequate and appropriately located administrative/office space (e.g., headquarters, sub-stations) to accommodate a manpower level sufficient to meet the County's present and future law enforcement needs.	<i>No substantive change.</i>	5. Provide Sheriff's facilities to accommodate manpower levels sufficient to provide prompt and effective crime protection, prevention, and law enforcement to all areas of the County.
4. Establish conveniently located facilities for juvenile detention.	<i>Deleted – Objective has been met.</i>	
5. Provide adequate holding facilities convenient to the County courthouses.	<i>Deleted – Objective has been met.</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Working with the other localities of the 9th Judicial District, and the 15th District localities as well, develop a regional 20- to 24-bed juvenile detention center in a location which provides opportunities for future expansion of the facility as necessary. This facility should provide accommodations for both sexes and should include youth recreational and classroom space and office space. Since historically more juvenile detainees come from the Peninsula area than from any of the other areas involved, the juvenile detention center should be built in York County, James City County, Williamsburg, or Gloucester County. For the convenience of all localities involved, the juvenile detention center, if it is to be in York County, should be built in the northern area of the County.	<i>Deleted – The Virginia Peninsula Regional Jail and the regional Juvenile Detention Center have been completed.</i>	

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2. Participate in the performance of a feasibility study, conducted by the Hampton Roads Planning District Commission, for a Peninsula regional jail to serve York County, Poquoson, Williamsburg, and James City County.		
3. Study carefully the results of the above-mentioned feasibility study and, if the feasibility of a regional jail is indicated, proceed with negotiations with the other three localities involved for the development of a Peninsula regional jail. If built in York County, this jail should be located in the an area where it will be most easily accessible for all four jurisdictions.		
4. Establish a Sheriff's Department sub-station in the northern portion of the County. Perhaps such a facility could occupy a portion of the Hubbard Lane Fire Station site if there would be no conflict in telecommunications needs. Another possibility is to locate a sub-station within a residential or commercial development, if there is developer interest, on a dedicated site, thus benefiting both the County and the developer.	<i>Revised to include possible sub-station in Lackey.</i>	5.1 Evaluate the need for and feasibility of establishing Sheriff's substations in strategic locations, such as the upper County, Lackey, and Tabb.
5. Maintain holding facilities in the current Sheriff's Department building at least until the construction of a new courthouse.	<i>Deleted – Holding facilities are in the new York-Poquoson Courthouse which opened in 1997.</i>	
6. Perform a needs study to determine if the County should consider the creation of a police department.	<i>Deleted – Not considered a Community Facility issue.</i>	
<b>FIRE AND RESCUE</b>		
<b>GOAL</b>		
The central purpose of emergency response planning is risk minimization. Emergencies, by definition, cannot be predicted. Although certain types of disasters may never occur, it is important that the County be prepared to respond to them. Toward this end, the goal for fire and rescue is to provide prompt and effective fire protection and emergency medical service to the entire County.	<i>No substantive change.</i>	7. Provide fire stations to accommodate manpower levels sufficient to provide prompt fire and emergency medical response to all areas of the County.
<b>A. OBJECTIVES</b>		
1. Establish fire stations so located, designed, equipped, and staffed to provide fire protection and emergency medical service to all areas of the County within an acceptable response time.	<i>Revised to reflect the overall goal of quick response to emergencies. Establishing fire stations is a means of implementing that goal.</i>	8. Maintain a five-minute average fire and emergency response time to at least 90% of the County's land area.
2. Locate and design fire stations in such a way as to provide	<i>No substantive change.</i>	7.1 Locate and design fire stations in such a way as to provide

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opportunities for expansion of service at such times and in such locations as necessary based on future population growth and development patterns.		opportunities for expansion of service as necessary based on future population growth and development patterns.
3. Participate with neighboring localities in mutual emergency aid agreements to provide for the sharing of resources in the event of a major fire or other disaster and to allow fire station service areas to cross jurisdictional boundaries so that fire protection and emergency medical service will be available to those areas which are isolated by geographical barriers or which have a population density too low to justify their own fire station.	<i>Combined with Objective #4 and Implementation Strategy #2 below into a single Strategy.</i>	
4. Participate with area military installations in mutual emergency aid agreements to provide for the coordination of response activities and the sharing of resources in the event of a major fire or other disaster, including water-related disasters.		
5. Consider the special needs of the Fire and Rescue Service with regard to roadway access and water availability prior to approval of development plans and in all decisions regarding utility extension and roadway construction.	<i>Deleted to eliminate redundancy with Implementation Strategy #7 below.</i>	
6. Enhance the capability of the Department of Public Safety to respond to and handle hazardous materials incidents and accidents and other special rescue situations.	<i>Deleted.</i>	
7. Provide greater opportunities for the training of County fire and rescue personnel to take place in the County.	<i>Combined with Implementation Strategy #6 into a single, more general Strategy.</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Adequately staff and equip every fire station in the County. The prioritization of equipment/manpower assignment to the various stations, as indicated by current trends with regard to development patterns and emergency locations, should be 1) Yorktown, 2) Tabb, 3) Seaford, and 4) Skimino. In addition, a station should eventually be constructed at the Kiln Creek site timed to coincide with the completion and occupancy of the Kiln Creek and Coventry planned developments it would serve. This station will be needed after the year 2000.	<i>Deleted.</i>	

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<p>2. Maintain and strengthen existing mutual and automatic aid agreements with all localities and military installations in the region. These agreements are vital components of the County's emergency response capability, and they should remain in place and, if possible, be strengthened even further. One potential area for improvement is maritime disaster response. With the possible introduction of a dinner cruise line on the York River and plans to revitalize Yorktown and generate more activity on the waterfront, the risk of a ship collision, boat fire, or other severe boating accident in the York River will grow. Plans and procedures should be in place to enable the Fire and Rescue Service to work in coordination with the Coast Guard (and/or the Navy) in the event of such a disaster.</p>	<p><i>Combined with Objective #3 above into a single Strategy</i></p>	<p>8.1 Continue to cooperate with neighboring localities and area military installations through mutual emergency aid agreements providing for the sharing of resources in the event of a major fire or other disaster.</p>
<p>3. Upgrade the County's hazardous materials response capability from Level 2 to Level 2E (Enhanced) if further industrial development utilizing hazardous materials takes place in the Goodwin Neck area. Such an upgrade would involve special training and equipment acquisitions. To the extent possible all avenues for sharing the burden for the cost of this upgrade with the development community should be explored. It may eventually be necessary to upgrade to Level 3, but that determination will have to be made sometime in the future after the County has had a chance to evaluate its hazardous materials risk.</p>	<p><i>Deleted.</i></p>	
<p>4. Secure one light-duty crash response vehicle and one heavy-duty crash response vehicle, with a second light-duty crash vehicle to be acquired later if deemed necessary. The light-duty crash vehicle should be housed at the Bruton district station and should be acquired first since I-64 runs through the northern section of the County and is the site of the most serious traffic accidents. The heavy-duty crash vehicle should be located at the Yorktown Station because of its central location. This recommendation was adopted by the Board of Supervisors in April 1989 as part of the County's</p>	<p><i>Deleted—Strategy completed.</i></p>	

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<u>Transportation Safety Plan</u> , which called for the acquisition of all three vehicles. However, since this proposed vehicle assignment will ensure that crash response will be available to all County residents, an additional light-duty crash vehicle may not be necessary.		
5. Begin to acquire all equipment and training necessary to establish a County Special Tactical and Rescue (STAR) team for handling special rescue situations. As of October 1989, sixteen York County Fire and Rescue Service personnel had voluntarily undergone the extensive training and were available for use as team members. Rescue equipment that will need to be acquired includes, in addition to the crash response vehicles recommended in #4 above, a remote supplied breathing air system, a portable compressor, trench equipment, confined space hardware, and additional rope, hardware and air bags. It is possible that much of this equipment can be provided by various businesses in the County that would most likely benefit from the existence of a STAR Team, such as owners of high-rise buildings. The STAR Team should operate out of the Yorktown Station, both because of its central location and because the heavy-duty crash vehicle is proposed to be housed there. As with #4 above, this recommendation was adopted by the Board of Supervisors as part of the 1989 <u>Transportation Safety Plan</u> .	<i>Deleted.</i>	
6. It is recommended that the County investigate the construction of a facility for the training and re-training of fire and rescue personnel. This training facility should include a training tower, burn building, classrooms, offices and equipment storage. The facility can also be made available to neighboring localities for their fire and rescue training needs.	<i>Combined with Objective #7 into a single, more general Strategy.</i>	8.2 Provide greater opportunities for the training of County fire and rescue personnel.
7. Expand the availability of and accessibility to public water throughout the County. Although this issue is dealt with in the Utilities element of this plan, it is important to recognize the need for expanded water availability for	<i>Revised for greater specificity and brevity and to eliminate redundancy with <u>Utilities</u> element.</i>	8.3 Consider the needs of the Fire and Rescue Service with regard to roadway access and water availability prior to the approval of development plans and in all decisions regarding utility extension and roadway construction.

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reasons of public safety as well as public health. This means that not only does public water need to be extended into unserved areas, but also there must be an adequate number of hydrants in place. The Fire and Rescue Service does have tankers to respond to fires in areas not served by public water, but just as private wells are not an ideal substitute for a steady supply of public water, neither are tankers. In addition, the Department of Public Safety should continue to be consulted in all future decisions relating to either public water extensions or approval of development plans.		
<b>GOVERNMENT OFFICES</b>		
<b>GOAL</b>		
The goal for government offices is to provide sufficient and appropriately located office space to house efficiently and economically the County's administrative and constitutional offices and the court system.	<i>Deleted.</i>	
<b>A. OBJECTIVES</b>		
1. Provide offices with sufficient space for the employees, equipment and records necessary to provide the citizens with efficient and responsive County government.	<i>Deleted.</i>	
2. Maintain Yorktown as the center of County government.	<i>No substantive change.</i>	3. Maintain historic Yorktown as the seat of County government.
3. Expand courtroom space to accommodate sharply increasing caseloads in York County's court jurisdiction.	<i>Deleted – Objective has been met.</i>	
4. Develop and utilize alternative means of record storage to minimize the amount of space needed.	<i>Deleted as a general Objective but included as a Strategy (See Implementation Strategy #1 below).</i>	
5. Require County offices to meet or exceed the development standards, including landscaping standards, that are required of private development so as to ensure public buildings that are attractive and set a positive example for high-quality development in the County.	<i>Deleted to eliminate redundancy with Implementation Strategy #2 above.</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Explore the possibility of converting County files and records to a microfiche or other space-saving format.	<i>No substantive change.</i>	4.1 Develop a space-saving computer-based method of storing and retrieving County files and records.
2. Develop a master plan for additional courtroom and office space.	<i>Deleted – Strategy has been completed.</i>	
		<b>NEW RECOMMENDATION</b>
		4. Make optimum use of existing court

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			and office space.
			4.2 Develop a pilot program to test the feasibility of allowing some County employees to work from their homes (i.e., telecommute) using modern technology.
LIBRARY SERVICE			
GOAL			
The goal for library service is to ensure the availability of convenient high-quality library service to every resident of the County.		<i>Deleted to eliminate redundancy with Objective #1 below.</i>	
A. OBJECTIVES			
1. Establish library service that meets or exceeds the minimum standards for a Level I library as defined by the Virginia State Library Board.		<i>Revised to eliminate reference to specific Levels of Excellence. Strategy 9.1 added.</i>	9. Achieve higher levels of excellence in library service.
			9.1 Expand the number and range of library books, tapes, periodicals, and other materials available as necessitated by population growth, public demand, and technological change.
2. Provide convenient library service to residents of the Tabb area.		<i>Objectives #2 and #3 combined into a single general Goal</i>	10. Provide convenient library service to all areas of the County.
3. Maintain the availability of high-quality library service in the northern area of the County.			
4. Expand and extend library service to accommodate the needs of the present and future population.		<i>Deleted to eliminate redundancy with other Objectives and Strategies.</i>	
B. IMPLEMENTATION STRATEGIES			

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<p>1. The County should proceed with the acquisition of land for and construction of a permanent facility. In order to meet the floor space guidelines of the Virginia State Library Board, library space in the southern portion of the County will have to increase by about 130% by 2010; this is beyond the expansion capabilities at the present facility. Since the present facility is under-utilized by Tabb residents, and since Tabb has the most heavily concentrated population in the County (and will become much more so), any new facility should be built in Tabb. Libraries are most successful when located in shopping areas that attract a lot of people, so this new library should be located along the Route 17 or 134 corridor, or in close proximity thereto. The ultimate size of the Tabb library should be about 16,000 square feet; however, a smaller building could be constructed initially and be designed for easy expansion. Approximately 2-3 acres of land will be needed to accommodate such a building, including parking space and landscaped open space (buffers). The library may include ancillary activities and/or features, such as community meeting rooms or an amphitheater, but these may not be included in the library floor space calculation.</p>	<p><i>Deleted – Strategy has been achieved.</i></p>	
<p>2. When the Tabb library is built, relocate central library operations to the Tabb library and designate the current York County Library as a branch. With at least 6,000 more square feet of floor space than the existing York County Public Library, the Tabb library should become the central library. The VSLB guidelines state that at least half of the necessary total library floor space in a locality (based on the standard of .6 square feet per person) should be located in the main or central library. Since this would entail relocating the library offices and technical services from the present library to the Tabb library, it would also enable the present library to expand its collection without enlarging the building itself, which would be costly.</p>		

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3. Continue the agreement with the Williamsburg Regional Library to provide funding in exchange for service to York County residents. Any attempt on the part of York County to provide library service in this area would be a duplication of effort. The County should provide adequate annual funding to the regional library system in order to continue its service to County residents. It may eventually be necessary for the County to join the regional library system.	<i>No substantive change.</i>	10.1 Continue the current practice of contributing funding to the Williamsburg Regional Library system in exchange for service to York County residents.
		<b>NEW RECOMMENDATION</b>
		10.2 Provide state-of-the-art on-line access to the library services of York County.
<b>PARKS AND RECREATION</b>		
<b>GOAL</b>		
The goal for parks and recreation is to provide for a range of recreational facilities and activities adequate in number, type, size, and location to accommodate the needs of all County residents.	<i>No substantive change.</i>	11. Provide for a range of recreational facilities and activities adequate in number, size and location to accommodate the needs of County residents.
<b>A. OBJECTIVES</b>		
1. Continue implementation of the "school/park" concept to provide for cooperation between the school system and the Board of Supervisors in the provision of County recreational facilities.	<i>Combined with Implementation Strategy #1 below into a single Strategy.</i>	
2. Recognize the existence and importance of private and other non-County facilities and programs which help to meet the recreational demands of County residents.	<i>No substantive change.</i>	11.7 Identify and recognize private and other non-County facilities and programs that help meet the recreational demands of County residents.
3. Consider the particular needs of special populations in the County, such as the young and the elderly, when planning for recreational facilities.	<i>Disabled residents added to the list of special populations whose particular recreational needs should be provided for.</i>	11.4 Provide for the particular needs of the young, the elderly, and the physically and sensory challenged when planning for recreational facilities.
4. Acquire land in the County for additional recreation facilities as determined necessary, and within budgetary constraints, to meet the existing and projected demand for both public and private recreation programs.	<i>Revised for less specificity.</i>	11.2 Formulate plans to acquire sufficient acreage for additional recreation facilities to meet the existing and future demands for both public and private recreation programs.
5. Consider expansion of existing recreational facilities where feasible.	<i>Combined with Implementation Strategy #4 below.</i>	
6. Increase recreational and boating access to waterways.	<i>Updated and revised for greater specificity.</i>	11.5 Consider the recommendations of the Hampton Roads Planning District Commission (HRPDC) <u>Regional Shoreline Study</u> for increasing public recreational and boating access to waterways.

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7. Increase utilization of New Quarter Park in a manner which is appropriate in recognition of its ecological and environmental characteristics and access limitations.	<i>No substantive change.</i>	12. Increase the use of New Quarter Park.
8. Promote the provision of open space and recreational facilities in new residential developments.	<i>No change.</i>	11.8 Promote the provision of open space and recreational facilities in new residential development.
9. Ensure that athletic fields and other recreational facilities are well maintained.	<i>No change.</i>	13. Ensure that athletic fields and other recreational facilities are well-maintained.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Review, revise as necessary, and present for formal consideration by the Board of Supervisors the "Second Wind" plan for establishing recreational facilities at County school sites.	<i>Combined with Objective #1 above into a single Strategy</i>	11.1 Complete implementation of the "school/park" concept to enhance recreational use of school sites.
2. Maintain the formal written agreement between the School Board and the Board of Supervisors providing for the sharing of recreational facilities on school grounds and setting specific terms for this joint use.	<i>Moved to the Schools chapter.</i>	16.1 Maintain the formal written agreement between the School Board and the Board of Supervisors providing for the sharing of recreational facilities on school grounds and setting specific terms for this joint use. ( <i>Schools</i> )
3. Begin developing master plans for the Kiln Creek and Grafton Drive school sites to allow for the consideration of the establishment of athletic fields and/or courts, lighted wherever possible, at these sites in advance of construction of schools.	<i>Deleted – Strategy has been completed.</i>	
4. Evaluate the recreational use potential of the former County landfill and, subsequent to closeout, the current landfill.	<i>Combined with Objective #5 above.</i>	11.6 Under the direction of the Parks and Recreation Advisory Board, explore the feasibility of <ul style="list-style-type: none"> <li>• developing athletic fields on the County's two former landfill sites, and</li> <li>• expanding existing recreational facilities</li> </ul>
5. Develop a community center to include meeting rooms, kitchen facilities, recreational facilities, satellite County offices, and multi-purpose rooms; it could also be co-located with the Tabb library recommended elsewhere in this element. Such a center would be an appropriate location for any senior citizen programs that may be developed in the future to serve the County's rapidly growing senior population. In addition, consideration should be given to including appropriate recreational facilities. Initially, as a pilot program, the County should explore the possibility of renting various	<i>Revised for brevity.</i>	11.3 Develop a community center with meeting rooms, recreational facilities, kitchen facilities, and multi-purpose rooms.

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private facilities—such as club houses that are owned and operated by homeowners' associations—for senior citizen programs and other community uses.		
6. Open New Quarter Park to the general public for passive and active recreation purposes on a seasonal basis (i.e., Spring, Summer, early Fall, weekends).	<i>No substantive change.</i>	12.1 Open New Quarter Park to the general public for both passive and active recreation purposes on a regular basis.
7. Pursue the acquisition of available surplus government and private lands for use as park land. Acquisition of waterfront property is particularly needed, for much of York County's shoreline is federal property and unavailable for the use and enjoyment of citizens of the County.	<i>Deleted to eliminate redundancy with Strategy #7.2 and Strategy #7.5.</i>	
8. Establish improved communication between the County and the various private recreation associations in the County—such as York County Little League Baseball, York County Youth Football Association, and the Yorktown United Soccer Club—to incorporate the needs of such groups in parks and recreation planning and policy-making. Toward this end, the York County Parks and Recreation Advisory Board should meet with representatives of these groups on a regular and frequent basis.	<i>Deleted – Strategy has been completed.</i>	
9. Work to establish an agreement with James City County and the City of Williamsburg to allow residents in the northern area of the County to join the James City County Recreation Center for the same fee paid by residents of those localities.	<i>Deleted.</i>	
10. Use as a cultural resource the various museums and college facilities within the Tidewater area and acknowledge their contribution to the cultural arts of our area.	<i>Deleted.</i>	
		<b>NEW RECOMMENDATION</b>
		13.1 Take athletic fields out of use on a rotating basis.
<b>SCHOOLS</b>		
<b>GOAL</b>		
The goal for schools is to provide a learning environment that is conducive to the education of all present and future school-age children in the County, while also encouraging adult education.	<i>No substantive change – divided into two separate Objectives.</i>	14. Provide a learning environment that is conducive to the education of all present and future school-age children in the County.

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		17. Promote lifelong learning.												
<b>A. OBJECTIVES</b>														
1. Establish a system of schools so located and designed to accommodate projected growth in the school-age population while continuing to provide a high-quality education.	<i>Deleted to eliminate redundancy with Goal 14.</i>													
2. To the maximum extent feasible, recognize the existence of both the general boundaries of residential neighborhoods and their proximity to schools in establishing school attendance zones.	<i>No substantive change.</i>	14.1 Consider the general boundaries of residential neighborhoods and their proximity to schools in establishing school attendance zones.												
3. Establish the following program capacity guidelines for each of the school levels:  Elementary: 350 - 700 students Middle: 700-1000 students High: 1200-1800 students	<i>No substantive change. The program capacity figures, as they appeared in the Earthman report, are set forth in the body of the 1991 Plan. Since there were several different calculations of capacity in the Earthman report, and since the adoption of the lowest set of figures was a policy decision on the part of the Board of Supervisors, these figures have been set forth as a goal rather than merely an existing condition.</i>	15. Achieve and maintain the following overall student/classroom ratios and program capacity guidelines at each school:  <table> <tr> <th>School Level</th><th>Student/Classroom Ratios</th><th>Program Capacity Guidelines</th></tr> <tr> <td>Elementary</td><td>22:1</td><td>350-700 students</td></tr> <tr> <td>Middle</td><td>23:1</td><td>700-1000 students</td></tr> <tr> <td>High</td><td>25:1</td><td>1200-1800 students</td></tr> </table>	School Level	Student/Classroom Ratios	Program Capacity Guidelines	Elementary	22:1	350-700 students	Middle	23:1	700-1000 students	High	25:1	1200-1800 students
School Level	Student/Classroom Ratios	Program Capacity Guidelines												
Elementary	22:1	350-700 students												
Middle	23:1	700-1000 students												
High	25:1	1200-1800 students												
4. Consider existing and planned development activity levels and their relationship to school system capacity before approving rezonings and planned developments so as to minimize the overburdening of the County school system.	<i>No substantive change.</i>	14.3 Before approving rezonings and planned developments, consider their potential impact on the school system so as to minimize school crowding.												
5. Provide for sufficient program capacity in every school to accommodate reasonable fluctuations in enrollment.	<i>Deleted to eliminate program capacity guidelines in Objective 15.</i>													
6. Provide opportunities for the use of school facilities by the community at large for non-school activities that do not conflict with school-related activities.	<i>Revised for less specificity.</i>	16. Optimize use of school facilities and grounds.												
7. Continue and refine implementation of the "school/park" concept to provide for cooperation between the School Division and the Board of Supervisors in the provision of County recreation facilities and programs.	<i>Combined with Implementation Strategy #8 below into a single Strategy.</i>													
8. Locate and secure dedication or reservation of school sites in advance of need through land-use controls or incentives or outright	<i>Deleted.</i>													

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purchase.		
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Review school membership and program capacity figures every 2-3 years with a committee composed of representatives of the School Board, Board of Supervisors, Planning Commission, and York County citizens.	<i>No substantive change. Since enrollment projection is a technical function and not a policy function, the committee process was deemed unnecessary.</i>	14.2 Review school enrollment projections every three years.
2. When feasible, alleviate school overcrowding through revisions to school attendance zones, rather than construction of new capacity, as long as there is excess school capacity at the appropriate grade level in the system.	<i>No substantive change.</i>	15.1 When feasible, alleviate school overcrowding through revisions to school attendance zones as long as there is excess school capacity at the appropriate grade level in the system.
3. Effectively utilize existing facilities by optimizing school capacity through permanent additions to and modifications of existing schools as a priority over new construction. Such modifications could include changing the use of an existing school.	<i>Revised to include the use of portable classrooms to alleviate temporary overcrowding.</i>	15.2 Install portable classrooms to alleviate <b>temporary</b> overcrowding (i.e., three years or less).
		15.3 Alleviate <b>long-term</b> overcrowding by optimizing school capacity through permanent additions to and modifications of existing schools.
4. If capacity deficits cannot be overcome through practical revisions to school attendance zones or additions to or modifications of existing school buildings, then new school construction should be pursued.	<i>Revised for greater specificity.</i>	15.4 Build new schools if and only if capacity deficits are projected to exceed the minimum program capacity level at the appropriate grade level for five or more years.
5. Maintain and strengthen cooperation between the School Division and the Department of Community Development in the preparation of school membership projections, which are integral to the school planning process.	<i>Deleted – Strategy has been completed.</i>	
6. Provide a cafeteria and a gymnasium in every school.	<i>No change.</i>	14.4 Provide a cafeteria and a gymnasium in every school.
7. Maintain the formal written agreement between the School Division and the Board of Supervisors providing for the sharing of recreational facilities on school grounds and setting specific terms for their use. Consider expansion of existing recreational facilities where feasible. Any new school sites acquired should be able to accommodate recreational facilities as well.	<i>References to recreational facilities deleted from Schools chapter.</i>	16.1 Maintain the formal written agreement between the School Board and the Board of Supervisors providing for the sharing of recreational facilities on school grounds and setting specific terms for their use.
8. Encourage future magnet programs, if any, to be located where excess capacity exists.	<i>No change.</i>	15.5 Encourage future magnet programs, if any, to be located where excess capacity exists.
9. Participate with neighboring localities in providing regional "continuing education" programs for	<i>No change.</i>	17.1 Participate with neighboring localities in providing regional "continuing education" programs for adults – such

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adults in York County and throughout the Peninsula.		as the Regional Partnership for Continuing Education and Peninsula Workforce Center at Thomas Nelson Community College – in York County and throughout the Peninsula.
		<b>NEW RECOMMENDATIONS</b>
		15.5 Provide regular, ongoing review, maintenance, and repair of school buildings.
		14.6 Support and strengthen the vo-tech program with private sector assistance in the development of the school curricula.
		14.7 Provide for regional alternative education programs.
<b>SOLID WASTE MANAGEMENT</b>		
<b>GOAL</b>		
The goal for solid waste management is to establish a comprehensive, coordinated system for managing York County's municipal solid waste in an efficient, cost-effective manner which protects the environment and promotes the health and safety of all County residents.	<p><b>NOTE: THIS CHAPTER WAS MOVED TO THE <u>ENVIRONMENT</u> ELEMENT.</b></p> <p><i>This goal has been achieved.</i></p>	
<b>A. OBJECTIVES</b>		
1. Participate with neighboring localities in establishing a coordinated regional solid waste management system to maximize the efficiency and economy of waste collection, recycling and disposal.	<i>Deleted – Objective has been met.</i>	
2. To the maximum degree possible, promote and provide the necessary facilities and programs for the recycling of waste products—by both households and businesses—to preserve landfill space, conserve valuable resources, and protect the environment	<i>Deleted – Objective has been met.</i>	
3. Work to expand markets for recycled and recyclable products.	<i>No substantive change.</i>	12. Expand markets for recycled and recyclable products.
4. Increase public awareness of the need for and benefits of recycling.	<i>Deleted as a general Objective but included as a Strategy aimed at implementing the overall Objective of increasing the County's recycling rate (See Implementation Strategy 7 below).</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Participate with the member jurisdictions of the Virginia Peninsulas Public Service Authority in the construction of a regional landfill and a Materials Recovery Facility (MRF). Every effort should be made to build the MRF at the site	<i>Deleted as no longer relevant.</i>	

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of the current York County landfill since it is centrally located and already has an established recycling drop-off facility on the premises.		
2. Establish a system of mandatory curbside collection of residential trash and recyclables contracted or franchised by the County (or VPPSA) to private haulers. A realistic waste disposal strategy for the 1990s will have to focus on integrated waste management strategies. In order to emphasize that recycling is the preferred means of waste disposal, curbside collection should be tied in some way to a system of rewards and penalties. For example, a higher pick-up fee can be charged for garbage than for recyclables, or people can be fined for failing to separate their recyclables from their garbage. For such a system to work, all County residents will have to be assessed a collection fee.	<i>Deleted – Strategy has been completed.</i>	
3. Require recycling on the part of business and industry in the County, using a similar system of rewards and penalties as proposed for households.	<i>Revised to eliminate the recycling mandate, since households are not required to recycle.</i>	10.1 Encourage recycling by both households and businesses as the preferred means of waste disposal.
4. Provide facilities, either locally or through VPPSA, for the collection and processing of yard waste into compost and mulch to be sold commercially, made available to County residents, and/or used by the County in landscaping and beautification projects.	<i>Updated to account for progress made since 1991.</i>	12.2 Aggressively market the products of the regional composting facility, including bagged compost material for sale to residents who do not own trucks.
5. Adopt County purchasing regulations and practices emphasizes the purchase of supplies that are made of recycled products and/or recyclable themselves. For example, only recyclable white office paper should be used (for ordinary, everyday purposes), and yellow legal pads should be prohibited unless made from recycled paper.	<i>Updated to account for progress made since 1991.</i>	12.1 Continue the County purchasing policy emphasizing the purchasing of supplies, where economically feasible, that are made of recycled products and/or are recyclable themselves.
6. Review existing County development ordinances—such as the Zoning and Subdivision Ordinances and the Building Code—to identify sections where amendment would be appropriate to promote recycling. For example, trash dumpsters are currently required in all new commercial, industrial, and multi-family residential developments as well	<i>Deleted – Strategy has been completed.</i>	

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mobile home parks. There is no requirement, however, for receptacles for recyclables.		
7. Conduct information/education campaigns to continue to instruct the public on the need for recycling.	<i>No substantive change. Specific Strategies added.</i>	10.4 Expand information/education campaigns to instruct the public on the need for recycling by providing materials to interested businesses, civic and homeowners' associations and any interested party.
		10.2 Aggressively advertise in local newspapers and the <u>Citizen News</u> the County's solid waste management programs both to inform residents and businesses of program offerings and to educate those already participating in the program.
		11.2 Continue the ongoing public information campaign to educate citizens in proper methods of recycling yard waste.
8. Establish minimum recycling goals for years beyond 1995.	<i>Revised for specificity.</i>	10. Achieve a 50% recycling rate.
9. Incorporate recycling education throughout the public school program, beginning in the elementary school curriculum.	<i>No substantive change.</i>	10.5 Continue to incorporate recycling education into the public school program from elementary school through high school.
		<b>NEW RECOMMENDATIONS</b>
		10.3. Expand the list of recyclable items based on participant input and/or market fluctuations.
		10.6. Continue to work with the Virginia Peninsulas Public Service Authority (VPPSA) to organize household hazardous waste collection days for materials such as old paint cans, paint thinner, fertilizers and pesticides, etc.
		11. Provide for the convenient, efficient, and safe removal and disposal of leaves and yard debris.
		11.2 Develop a program to publicly recognize and acknowledge "model" yard waste recycling programs by neighborhoods, groups, and individuals.

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ECONOMIC DEVELOPMENT		
A. OVERALL GOALS		
1. Promote economic development in order to enhance the quality of life for all citizens of York County.	<i>These three overall goals were combined and expanded upon in the form of a Vision statement.</i>	York County should be a community with a healthy and diverse economic base that provides well-paying jobs and generates sufficient revenue to pay for the service needs of both businesses <i>and</i> the citizens without detracting from the natural environment or the overall quality of life.
2. Encourage the diversification of the County's tax and employment base through the attraction and retention of clean, environmentally-sensitive industry and commerce.		
3. Promote the creation of a balanced employment base that provides economic opportunities for the full range of County citizens.		
4. Capitalize on the County's central location on the Virginia Peninsula and its relationship to the Interstate highway system.	<i>Deleted as a separate goal.</i>	
5. Encourage a regulatory environment that assists entrepreneurial activity.	<i>Deleted as a separate goal.</i>	
B. OBJECTIVES		
1. Expand white collar and technical employment in order for our highly educated and trained citizens, including our recent graduates, to find employment in the County. The attraction of professional and technical firms that provide higher-paying career opportunities will necessitate the creation of the first-class business park environments in which these types of firms prefer to locate. In a vehicle-oriented economy, immediate proximity to the Interstate highway system is essential.	<i>Objectives #1 and #2 were combined and revised for greater specificity</i>	1. Expand York County's tax base in accordance with the following targets: <ul style="list-style-type: none"><li>• Increase the commercial and industrial proportion of York County's total tax revenue to 50%.</li><li>• Increase the combined share of nonagricultural civilian employment represented by the Manufacturing, FIRE (Finance-Insurance-Real Estate), Transportation-Communication-Public Utilities, and Wholesale Trade sectors to 17%.</li></ul>
2. Expand the County's base of capital-intensive business and industry both to create higher-paying jobs (rather than simply creating large numbers of jobs) and to generate the tax revenues to help meet the public service needs of a growing population. These dual needs can best be served by emphasizing the location of "capital-intensive" rather than "labor-intensive" businesses.		
3. Ensure that all new business activity in the County is environmentally sensitive. Based on input of County citizens, as well as all of those individuals involved in the planning process, protection of our environment is of paramount concern. The natural environment of York County is one of its primary positive features, for businesses as well as residents, and the	<i>Combined with Objective #5 below into a single Strategy.</i>	

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utmost care must be taken to ensure that economic progress proceeds in harmony with natural conservation efforts.		
4. Build on the County's base as a tourist destination. Traditionally, the spring and fall "shoulder seasons" have been periods of very low occupancy, and there is a significant need to increase visitation during these "off-months." In order to assist these existing businesses in the County, it is necessary to promote the Williamsburg area as more than just a place to visit the restored area. In addition, it is essential that the Village of Yorktown continue to be developed as an attraction in and of itself.	<i>Revised for brevity and divided into a goal and a strategy.</i>	3. Increase visitation to York County.  3.2 Participate in the development of events and facilities designed both to bring visitors into the area during the shoulder seasons or off-season and to encourage visitors to remain longer.
5. Promote landscaping and eliminate visual blight to enhance the long-term visual attractiveness of the County's primary traffic corridors.	<i>Reworded and divided into a goal and two strategies.</i>	2. Enhance the long-term visual attractiveness of the County's arterial roadways. 2.2 Continue to require landscaping and, to the extent practical, the retention of existing trees and vegetation in all new development and redevelopment. 2.3 Undertake public improvements to the York County segments of Williamsburg area corridors, including Richmond Road, Bypass Road, Second Street, and Merrimac Trail.
6. Provide for greater flexibility in zoning and land use regulation to encourage creativity in project design and prevent costly and unnecessary delays.	<i>Divided into separate Goals and Strategies and reworded to emphasize the actual goal of eliminating unnecessary delays in plan approval. Although greater flexibility in zoning and land use regulation was achieved in 1995 with the adoption of the revised zoning ordinance and the creation of the economic opportunity zoning district, the goal of eliminating unnecessary delays remains.</i>	8. Eliminate unnecessary delays in the review of economic development projects. 9. Encourage creativity in the design of economic development projects. 9.1 Provide opportunities for the mixing and integration of different types of uses—both business and residential—within a single development under a cohesive overall master plan. 9.2 Review the Zoning Ordinance for opportunities to allow greater flexibility in the design of commercial and industrial projects, particularly at strategically located nodes.
<b>C. IMPLEMENTATION STRATEGIES</b>		
1 Participate with the private sector in the development of two or more corporate centers in the County. Primary emphasis should be on:  A) Assisting in the cost of public utility extension in order to foster land price competitiveness. Primary emphasis should be on Interstate interchanges.  B) Exploring the need for state-of-the-art	<i>No substantive change</i>  <i>(A) The need for improved access to Economic Development Priority Areas has been added.</i> <i>(B) Deleted</i> <i>(C) Deleted</i> <i>(D) Deleted-Strategy accomplished.</i>	1.1 Participate with the private sector in the development of two or more business/industrial parks in the County., with primary emphasis on the following:  • Constructing industrial shell buildings in strategic locations as market opportunities arise.  • Improving vehicular access and assisting in the cost of public sewer and water extension to Economic Development Priority Areas.

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<p>telecommunications facilities in these parks.</p> <p>C) Seeking "Foreign Trade Zone" status for all or a part of at least one corporate center.</p> <p>D) Providing an opportunity for taller building heights in corporate center locations near the Interstate.</p>		
2 Study the need for and financial feasibility of creating a small business and technology-oriented "business incubator" facility in the County.	<i>Deleted – Strategy has been completed.</i>	
3 Investigate the feasibility of the development of a new convention and exhibition center.	<i>Deleted – Strategy has been completed.</i>	
4 Continue the Yorktown revitalization effort with initial emphasis on public improvements.	<i>No substantive change.</i>	3.1 Continue the Yorktown revitalization effort with initial emphasis on public improvements to the historic village of Yorktown and other historic sites in the County.
5 Determine the financial feasibility of alternative re-use for existing blighted commercial properties.	<i>Reworded for greater specificity</i>	2.1 Encourage the adaptive re-use of existing vacant commercial properties by utilizing all available tools and techniques, such as offering performance-based tax and regulatory incentives.
<p>6 Create a new, more-flexible economic development zoning classification for designated large tracts of land. Such a designation would allow, either by right, by use permit or through a planned development, the following range of economic development uses:</p> <ul style="list-style-type: none"> <li>• Offices</li> <li>• Hotels</li> <li>• Retail</li> <li>• Timeshare/resorts</li> <li>• Golf courses</li> <li>• Warehousing and distribution</li> <li>• "limited industrial activities" (as defined by the York County Zoning Ordinance.)</li> </ul>	<i>Deleted – This was accomplished in 1995 through the creation of the economic opportunity zoning district.</i>	
7 Support the development of surface, air and water transportation improvements that will ensure the easy, economical and safe movement of the employees, customers and merchandise so vital to a vibrant regional economy.	<i>Revised to recommend transportation improvements, including rail improvements that are included in the <u>Transportation</u> element of the 1991 Plan.</i>	<p>See Strategy 1.1 above</p> <p>7. Exploit, upgrade, and extend existing rail linkages in York County to promote industrial and warehousing uses;</p>

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			7.1. In concert with the U.S. Navy, determine the feasibility of modernizing and using the Cheatham Annex spur line to serve privately held industrial property adjacent to it. If determined feasible, preliminary engineering for such modernization should be performed.
8	Support the development of state-of-the-art telecommunications facilities in the County to serve both the educational and professional/commercial communities.	No substantive change	6.3 Support the development of state-of-the-art telecommunications facilities in appropriate locations in the County.
9	Promote and support linkages between the secondary and higher education systems and business and industry to ensure that the needs of both employers and potential employees are being addressed.	No change	5.1 Promote and support linkages between the secondary and higher education systems and business and industry to ensure that the needs of both employers and potential employees are being addressed.
10	Require the use of water-saving fixtures in all new development and do not encourage water-intensive industrial users.	Revised and moved to the <u>Utilities</u> element	11.2 Seek enabling legislation from the General Assembly to allow the County to amend the building code and other development ordinances to require the application of water conservation techniques in all new development and redevelopment projects. ( <u>Utilities</u> )
11	Continue to participate with the private sector in jointly marketing privately owned, non-residential properties, utilizing proceeds from the Industrial Development Authority Capital Fund.	Revised for greater specificity	6.2 Refine the Industrial Development Authority's database of available non-residential properties for marketing purposes.
12	Continue to seek opportunities to replenish the Industrial Development Authority's Capital Fund for economic development and to seek to acquire surplus state and federal properties for expanded economic development opportunities.	Divided into three separate strategies	6.8 Continue to replenish the Industrial Development Authority's Capital Fund for economic development.
			6.6 Aggressively pursue the conversion of surplus state and federal lands for expanded economic development.
			6.7 Negotiate with the Commonwealth of Virginia to convert the State Fuel Farm on Penniman Road for an economically beneficial use.
13	Continue to enhance public awareness of the role of economic development in York County.	Reworded as a Goal with specific Strategies added	4. Increase public awareness of the importance of economic development to York County.
			4.1 Publish at least one article in each issue of the Citizen News publicizing business and its importance in York County's economy
			4.2 Develop a "Focus on Business" segment as a regular feature on the "County Courier" program on York County's cable channel 36
			NEW RECOMMENDATIONS
			6. Promote York County as an attractive location for economic development.

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		6.1 Publicize the high quality of the County's labor force as an inducement for prospective new businesses in the County.
		1.2 Assist existing business with sewer and water extensions that will facilitate their retention and/or expansion.
		6.4 Actively work with regional entities and local colleges and universities to develop and promote regional strategies and plans that will benefit the economic well-being of York County, the Virginia Peninsula, and Hampton Roads.
		6.5 Foster mutual communication and cooperation among the County, the IDA, and the York County business community.

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<b>ENVIRONMENT</b>		
<b>OVERALL GOAL</b>		
To preserve and enhance the natural and manmade environment of York County while permitting development to occur in accordance with the Comprehensive Plan.	<i>Rewritten in the form of a Vision statement.</i>	There should be a balance between York County's natural and built environment that positively contributes to the quality of life of both current and future generations.
		<b>NEW RECOMMENDATION</b>
		2. Enhance public awareness and understanding of the importance of environmental conservation and preservation.
		2.1. Consider using public properties, such as parks and watershed areas, as living laboratories to educate school children about environmental conservation and preservation with such activities as nature hikes and observations, environmental experiments, wetlands delineation activities, etc.
<b>AIR</b>		
<b>A. OBJECTIVE</b>		
Maintain air quality by ensuring compliance with applicable air quality standards.	<i>Revised to emphasize that the actual Goal is to improve air quality.</i>	3. Improve air quality.
<b>B. IMPLEMENTATION STRATEGY</b>		
Continue the County's active participation on the Hampton Roads Air Pollution Control District Committee.	<i>No substantive change.</i>	3.1 Continue to actively participate in all air pollution committees and boards deemed necessary by the Board of Supervisors, such as the Hampton Roads Air Pollution Control District Committee.
		<b>NEW RECOMMENDATIONS</b>
		3.2 Continue to discourage the recruitment of industries that emit high levels of air pollutants.
		3.3 Pursue activities and strategies, including public education efforts, that decrease air pollutants within the Hampton Roads region.
		3.4 Prohibit the open burning of leaves and yard debris in proximity to homes and other structures.
		3.5 Promote alternative modes of transportation that do not rely on single-occupant vehicles, such as mass transit, car-pooling, ride-sharing, bicycling, and walking.
<b>LAND</b>		
<b>A. OBJECTIVES</b>		
1. Ensure that land use densities/intensities, site design and development occur in recognition of the ability of the land to support such development without	<i>No substantive change.</i>	4. Ensure that land development occurs in recognition of the ability of the land to support such development without environmental degradation.

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environmental degradation.		
2. Encourage land use management and development practices which contribute to the perception of a “rural” character in the County including : the retention of natural physical features; the retention of forest and woodland areas, both along roadways and within developed areas; the protection of existing agricultural areas; the protection or installation of landscaping and open space areas at strategic, highly visible locations throughout the County.	<i>Discussion of rural character has been moved to the Vision statement for <u>Land Use</u>. The remainder has been revised for simplicity and incorporated into various Goals and Strategies.</i>	4.3 Retain natural physical features, forests, and woodland areas throughout the development process.
3. Encourage the provision of open space within developing areas for purposes of recreation, aesthetics, wildlife habitat, and the preservation of ecologically sensitive areas including groundwater recharge areas.	<i>No substantive change.</i>	5. Maintain open space requirements within developing areas for purposes of recreation, aesthetics, wildlife habitat, and the preservation of ecologically sensitive areas.
4. Promote site design and land development that blends appropriately with natural features and terrain.	<i>No substantive change.</i>	4.1 Promote site design and development that blends appropriately with natural features and terrain.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Establish tree preservation requirements for all new residential development.	<i>No substantive change.</i>	4.4 Maintain tree preservation requirements for all new development.
2. Encourage the installation of “street trees” along new roads.	<i>Moved to <u>Land Use</u> element.</i>	7.3 Require the installation of “street trees” along new roads. ( <u>Land Use</u> )
3. Require all new development and subdivisions to have underground utilities and encourage the eventual placement of existing distribution and service lines underground.	<i>No substantive change. Moved to <u>Utilities</u> element and divided into three specific Strategies.</i>	1.1 Continue to require the underground installation of all utilities in new residential, commercial, and selected industrial development. ( <u>Utilities</u> )
		1.3 Pursue enabling legislation to include the costs of replacing aboveground utilities with underground utilities in concert with VDOT road projects. ( <u>Utilities</u> ).
		1.4 Designate priorities for the replacement of aboveground utilities with underground utilities with a primary focus on scenic roadways and tourist areas, funded by annual appropriations through the Capital Improvements Program. ( <u>Utilities</u> ).
4. Encourage the use of conservation easements as a means to protect and preserve areas with desirable or sensitive environmental or aesthetic qualities. Particular emphasis and importance should be placed	<i>No substantive change.</i>	5.1 Continue to encourage the use of conservation easements as a means of protecting and preserving areas with desirable or sensitive environmental or aesthetic qualities, especially shoreline and groundwater recharge areas.

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on shoreline areas.		
5. Encourage the preservation of natural wooded areas or the installation of new landscaping along the edges of major roads. Such roads are often referred to as “greenbelts” and can make a positive contribution to the appearance of a highway corridor by keeping them “green” - thus contributing to the preservation and enhancement of “rural” character.	<i>Deleted to eliminate redundancy with Strategy 10.1 of the <u>Transportation</u> element and Strategy 7.2 in the <u>Land Use</u> element.</i>	
6. Establish Environmental Quality Areas to protect areas that have been identified as having significant wildlife/plantlife. Upon completion of the Natural Resource Inventory by the Division of Natural Heritage, examine and establish the best regulatory means available for protecting natural resources areas.	<i>Deleted to eliminate redundancy with Strategy 1.1 below.</i>	
7. Require that development plans identify environmental constraints and opportunities and show how environmental impacts will be mitigated.	<i>No substantive change.</i>	1.2 Continue to require that development plans identify environmental constraints and opportunities and show how environmental impacts will be mitigated.
8. Continue participation under the Federal Flood Insurance Program and improve County regulations to meet the Community Rating System criteria, which would enable flood insurance participants to become eligible for certain reductions in premiums.	<i>Deleted.</i>	
		<b>NEW RECOMMENDATIONS</b>
		4.2 Consider working with neighboring localities through the Hampton Roads Planning District Commission to develop a specific carrying capacity model.
<b>WATER</b>		
<b>A. OBJECTIVES</b>		
1. Preserve and protect environmentally sensitive areas and natural resources from the avoidable impacts of land use activities and development. Areas deserving special attention include coastal areas, tidal and certain non-tidal wetlands, lands within the 100-year floodplain,	<i>Divided into a Goal and Strategy to apply generally to environmentally sensitive areas and not strictly to water.</i>	1. Preserve and protect environmentally sensitive areas and natural resources from the avoidable impacts of land use activities and development.

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prime forest and agricultural lands, mature trees, highly permeable and erodible soils, and groundwater - with particular emphasis given to York County estuaries of the Chesapeake Bay.		1.1. Continue to implement special development regulations to protect natural resources areas, including low-lying areas, areas with steep slopes, tidal and nontidal wetlands, Chesapeake Bay Preservation Areas, areas identified by the Virginia Department of Conservation and Recreation, Division of Natural Heritage in the Natural Areas Inventory of the Lower Peninsula of Virginia, and areas containing hydric or shrink-swell soils.
2. Strictly enforce appropriate methods of construction early in the development process to control sedimentation, pollutant-loading and stormwater runoff, especially where development takes place in proximity to rivers, inlets and other bodies of water.	<i>No substantive change.</i>	7.1 Continue to enforce appropriate methods of construction early in the development process to control sedimentation, pollutant-loading, and stormwater runoff, especially where development takes place in close proximity to water bodies.
3. Ensure the conservation and enhancement of adequate and safe future water supply areas, both above and below ground.	<i>No substantive change.</i>	6. Ensure the conservation and enhancement of adequate and safe future water supply areas.
4. Protect coastal wetlands, marshes, rivers, inlets and other bodies of water from destruction, disturbance, pollution and siltation associated with land development in order to maximize their future use and enjoyment.	<i>No substantive change.</i>	4. Protect coastal wetlands, marshes, rivers, inlets, and other bodies of water from degradation associated with land development.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Upon completion of the Stormwater Management Plan, require all new development in the County to maintain no net increase in pollutant loadings, especially in proximity to drinking water reservoirs.	<i>Deleted to eliminate redundancy with Goal #7 and Strategy #7.1 in the <u>Utilities</u> element.</i>	
2. Develop a groundwater management handbook to provide a detailed set of guidelines, standards, and procedures for protecting groundwater.	<i>Deleted.</i>	
3. Continue the County's participation in the Regional Raw Water Study Group.	<i>Moved to <u>Utilities</u> element.</i>	9.5. Continue the County's participation in the Regional Raw Water Study Group. ( <i>Utilities</i> )
4. Develop a County policy of notifying the Corps of Engineers of proposed development whenever the presence of nontidal wetlands is suspected.	<i>Deleted – Strategy has been completed.</i>	
		<b>NEW RECOMMENDATIONS</b>
		6.1. Identify potential sources of

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			groundwater and surface water contamination and develop mitigation plans and procedures.
			6.2. Work with the Health Department to develop a plan by 1998 for enforcing the periodic pump-out of septic tanks.
			7. Ensure existing and proposed public and private access facilities (docks and piers) do not have a negative impact on water quality.
			7.2. Adopt policies to implement the Hampton Roads Planning District Commission (HRPDC) <u>Regional Shoreline Study</u> .
NOISE			
A. OBJECTIVE			
Improve the quality of life by limiting noise associated with nonresidential development.		<i>No substantive change.</i>	9. Limit noise associated with nonresidential development.
B. IMPLEMENTATION STRATEGIES			
1. Special noise impact areas should be designated around: <ul style="list-style-type: none"> <li>Newport News-Williamsburg International Airport</li> <li>Virginia Power Plant, Yorktown</li> <li>Interstate 64</li> </ul>		<i>Revised.</i>	9.1. Employ Zoning Ordinance performance standards and other regulatory controls where applicable to minimize noise impacts of nonresidential uses on residential areas.
2. Work with the Peninsula Airport Commission to install noise baffles around the runways as a means of reducing airport noise.		<i>Deleted.</i>	
CITIZEN INVOLVEMENT			
A. OBJECTIVE			
Attempt to enhance the County's natural and built environment through contacts with organizations involved in the encouragement of environmental and resource preservation.		<i>Deleted.</i>	

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<b>HOUSING</b>		
<b>A. OVERALL GOAL</b>		
Promote decent, safe, sanitary, affordable and aesthetically pleasing housing for all County residents.	<i>No substantive change—reworded in the form of a Vision statement.</i>	Decent, safe, sanitary, and affordable housing should be available to all County residents.
<b>B. OBJECTIVES</b>		
1. Encourage residential development at densities which recognize the inherent capacity of the land and which do not cause or contribute to environmental degradation.	<i>Rewritten as a general strategy in the <u>Land Use</u> element applicable to all types of development.</i>	2. Maintain a balanced diversity of land uses, with minimal conflict among different uses, in recognition of the physical characteristics of the County and the inherent capacity of the land to host different types of uses. ( <u>Land Use</u> )
2. Provide opportunities for a range of residential densities to be guided to specific areas of the County depending on the availability of public utilities and facilities and the presence of environmental constraints.	<i>Objectives #2, #3, and #4 are rewritten as a general strategy in the <u>Land Use</u> element applicable to all types of development.</i>	2.1 Apply the appropriate land use density (units per acre) and intensity (type of use) to each parcel in the County based on the property's physical characteristics and the present or planned availability of public infrastructure, facilities, and services. ( <u>Land Use</u> )
3. Guide residential development to those areas where public infrastructure is in place and has the excess capacity to accommodate growth and ensure the continuation of adequate levels of service.		
4. Discourage residential development in those areas where existing utilities, facilities, and roads are inadequate and where logical expansion of such infrastructure is not possible.		
5. Promote low- and medium-density residential development to preserve the overall character of the County and to prevent the overburdening of utilities, facilities, services, etc.	<i>Reworded as a general Vision Statement, applying to all types of development, for the <u>Land Use</u> element.</i>	Land use in the County should contribute to the perception of a rural character in accordance with the carrying capacity of the land and present and planned infrastructure. ( <u>Land Use</u> )
6. Provide opportunities for a variety of housing types and arrangements so that suitable housing will be available to households of a wide range of income levels.	<i>Divided into a Goal and a Strategy</i>	1. Make suitable housing available to households of a wide range of income levels.
		1.1 Provide opportunities through zoning for a variety of housing types.
7. Protect residential areas from encroachment by incompatible land uses which could adversely affect the quality of the residential environment.	<i>No substantive change.</i>	2. Protect residential areas from encroachment by incompatible land uses that adversely affect the quality of life.
8. Promote the upgrading of housing conditions by encouraging maintenance and upkeep of housing by the owner.	<i>Changed from an action statement to a general Goal.</i>	3. Prevent neighborhood blight and housing dilapidation.
9. Maintain and enhance the County's aesthetic quality by	<i>Reworded as a Strategy</i>	4.1 Continue to require open space, recreation space, trees, and

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requiring open space, trees and landscaping in all new residential development.		landscaping in all new residential development.
10. Provide opportunities for manufactured housing in appropriate locations and subject to appropriate development regulations.	<i>Deleted.</i>	
11. Provide opportunities for mixtures of different types of housing (i.e., detached, attached, multi-family) in a single residential development.	<i>Revised.</i>	5. Continue opportunities for mixtures of different types of housing (i.e., detached, attached, multi-family) in a single residential development.
12. Provide opportunities for mixtures of residential, commercial, office and limited industrial uses within a single development.	<i>No substantive change.</i>	6. Continue opportunities for mixtures of residential, commercial, office, and limited industrial uses within a single development.
13. Encourage the provision of commonly-owned open space/recreation space in new residential developments.	<i>Deleted to eliminate redundancy with Community Facilities element.</i>	7.8 Promote the provision of open space and recreational facilities in new residential development. ( <i>Community Facilities</i> )
14. Encourage the provision of safe, convenient pedestrian circulation and access (including sidewalks) and adequate street lighting in new residential development commensurate with the density of development.	<i>Broadened to include additional design elements.</i>	4.2 Review the Subdivision Ordinance to identify opportunities to help create a sense of community through the use of residential development design elements, such as sidewalks and streetlights.
		<b>NEW RECOMMENDATIONS</b>
		4. Promote the development of pleasant, attractive living environments.
		4.3 Revise the Zoning Ordinance dimensional standards for residential districts as necessary to eliminate excessive setback requirements.
<b>C. IMPLEMENTATION STRATEGIES</b>		
1. Adopt a new Zoning Map to coincide with established Land Use Plan densities.	<i>Moved to <u>Land Use</u> element</i>	1.2 Revise the Zoning Ordinance and Map as necessary to conform with the 2015 Land Use Map. ( <u>Land Use</u> )
2. Continue to require, within the County's development ordinances, larger lot size requirements for residential properties where public utilities are not available.	<i>Reworded and moved to <u>Land Use</u> element.</i>	1.3 Continue to require lower residential development densities in areas where public utilities are not available. ( <u>Land Use</u> )
3. Utilize and expand, as deemed necessary, the "Affordable Housing Incentive Provisions" and other planned development opportunities for a variety of housing types and arrangements so that suitable housing will be available to households of a wide range of income levels.	<i>No substantive change.</i>	1.2 Use the "Affordable Housing Incentive Provisions" and other development opportunities of the Zoning Ordinance that promote cost-containment.

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4. Maintain a site inventory of vacant residential properties as a guideline for prospective developers.	<i>Deleted.</i>	
5. Continue, through the County's Division of Housing and Neighborhood Revitalization, to utilize federal and state housing subsidies, grants, loans, and tax savings programs to the fullest extent possible in order to meet the needs of lower income residents.	<i>No substantive change.</i>	1.3 Continue to use federal and state housing subsidies, grants, loans, and tax savings programs to help meet the housing needs of lower income residents.
6. Support research efforts of the state and other agencies to identify and implement new cost-saving methods to finance the construction and/or maintenance of infrastructure so as to facilitate the provision of affordable housing.	<i>Deleted.</i>	
7. Continue to require higher density development to provide landscaped transitional buffers adjacent to residential developments to ensure screening from incompatible surrounding land uses.	<i>Reworded for clarity and brevity.</i>	2.1 Continue to require landscaped transitional buffers between residential development and incompatible land uses.
8. Develop a housing inventory to include the condition, age, and assessed value of the units as a monitoring mechanism for future planning for rehabilitation, replacement, and/or demolition of dilapidated structures.	<i>This strategy was deemed unnecessary and therefore deleted.</i>	
9. Provide educational programming to encourage the maintenance and repair of existing renter and owner-occupied housing to prevent deterioration.	<i>This strategy was deleted because such programming is already available through the Federal government and other sources.</i>	
10. Require the removal of substandard units that cannot feasibly be rehabilitated.	<i>Deleted – This is already being done.</i>	
11. The demolition of low-cost rental housing, without adequate assurance that suitable equivalent replacement units are or will shortly be made available, should be discouraged.	<i>Deleted.</i>	
12. Continue to support and utilize private and public rehabilitation programs whenever feasible to assist low and moderate-income households in maintaining their properties.	<i>No substantive change.</i>	3.1 Continue to support and use private and public rehabilitation to assist low- and moderate-income households in maintaining their properties.
13. In conjunction with community and neighborhood groups and associations, develop and	<i>No substantive change.</i>	3.2 Expand and support neighborhood watch and clean-up programs.

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support neighborhood watch and clean-up programs.		
14. Update the Zoning and Subdivision Ordinances to require open space, trees, recreation space and landscaping in all new residential development and to encourage the use of clustering and other innovative community design techniques which provide for the permanent retention of open space values.	<i>This strategy has been completed and has been reworded accordingly.</i>	4.4 Continue to encourage the use of clustering and other innovative community design techniques that provide for the permanent retention of open space values.
15. Continue to permit manufactured homes and manufactured home parks within specific areas zoned for such.	<i>Deleted.</i>	
16. Review plans to permit mixed-use opportunities that would allow the mixing of residences with other land uses, when feasible and when the location is appropriate.	<i>Reworded for clarity. The strategy as it appears in the 1991 Plan is incomprehensible.</i>	6.1 Encourage mixed-use development that allows the mixing of residences with other land uses within a single development under a coherent overall master plan.
17. Develop and implement density bonus provisions which provide developers with incentives to provide design excellence in new residential development, including such things as more extensive recreational amenities than otherwise required, additional tree retention, dedication of land for public purposes, affordable housing opportunities, and other similar efforts.	<i>Density bonus provisions have since been developed as part of the Open Space (cluster technique) Development performance standards in the Zoning Ordinance. The strategy has been reworded accordingly.</i>	4.5 Continue to implement density bonus incentives.

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LAND USE		
OVERALL GOALS		
1. Enhance and protect the current "rural" character of the County by ensuring that development which does occur is in accordance with the rural character and is consistent with the carrying capacity of the land and the existing and planned utility systems, transportation networks, drainage facilities, community facilities and services, the presence of environmental constraints, and existing development patterns.	<i>No substantive change—reworded in the form of a Vision statement.</i>	Land use in the County should contribute to the perception of a rural character in accordance with the carrying capacity of the land and present and planned infrastructure.
2. The Land Use element is intended to guide and encourage coordinated, adjusted and harmonious development of the County which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the citizens of York County.	<i>Deleted to eliminate redundancy with Vision statement and Goal #2.</i>	
A. OBJECTIVES		
1. Enhance the well-being of York County citizens and the neighborhoods and the communities within which they live through implementation of the Comprehensive Plan.	<i>This strategy was deemed unnecessary and therefore deleted. (statement is obvious)</i>	
2. Encourage land use which contributes to the perception of a rural character in the County including: the retention of natural physical features; the retention of forest and woodland areas, both along roadways and within developed areas; the protection of existing agricultural areas; the protection or installation of landscaping and open space in all development; and the protection or enhancement of open space areas at strategic, highly visible locations throughout the County.	<i>Deleted to eliminate redundancy with various Goals and Strategies. See Objective #2 of the <u>Environment</u> element.</i>	
3. Provide opportunities for a balanced diversity of land uses within the County arranged in such a manner as to minimize conflicts between various land uses.	<i>Revised and combined into a single Objective</i>	2. Maintain a balanced diversity of land uses within the County, with minimal conflicts among different uses, in recognition of the physical characteristics of the County and the inherent capacity of the land to host different types of uses
4. Recognize the physical characteristics of the County and acknowledge the inherent capacity of the land to host different types of land uses at appropriate densities and intensities.		

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5. Plan for development of appropriate land use types and densities based on the present or planned availability of adequate public utilities, schools, roads and highways, police and fire protection, recreational facilities, etc.	<i>Revised for specificity</i>	2.1 Apply the appropriate land use density (units per acre) and intensity (type of use) to each parcel in the County based on the property's physical characteristics and the present or planned availability of public infrastructure, facilities, and services.
6. Consider development patterns and plans established in adjoining jurisdictions when making local land use decisions and designations.	<i>No change</i>	3. Consider development patterns and plans established in adjoining jurisdictions when making local land use decisions and designations.
7. Preserve "open space" throughout the County such that these areas will become an integral part of the community.	<i>No change</i>	4. Preserve open space throughout the County such that these areas will become an integral part of the community.
8. Preserve and protect certain lands that are proximate to the shoreline and which have intrinsic value for the protection of water quality in the Chesapeake Bay and its tributaries.	<i>No change</i>	5. Preserve and protect certain lands near the shoreline that have intrinsic value for the protection of water quality in the Chesapeake Bay and its tributaries.
9. Promote a desirable visual environment.	<i>Deleted.</i>	
10. Enhance standards for the preservation and protection of trees.	<i>Updated, revised, and moved to <u>Environment</u> element</i>	4.4. Maintain tree preservation requirements for all new development. ( <u>Environment</u> )
11. Preserve, protect and enhance cultural, environmental, and historic areas.	<i>No change</i>	6. Preserve, protect, and enhance cultural, environmental, and historic areas.
12. Prevent the expansion of existing development which is <u>not</u> in character with surrounding development.	<i>Deleted because of redundancy in this element or in one of the other elements</i>	
13. Safeguard the tax base and provide opportunities for continued economic stability.	<i>Deleted to eliminate redundancy with <u>Economic Development</u> element</i>	
14. Encourage public and private coordination of efforts and activities which shape land development in an effort to lower the cost of development and promote sufficient land use while also protecting the rural character of the County.	<i>Deleted because of redundancy in this element or in one of the other elements</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Develop land use strategies and designations which will provide for a maximum "build-out population" of the County of <u>no more than</u> 80,000 persons.	<i>Revised to reflect updated "build-out population" calculations as a result of the comprehensive rezoning of the County in 1995.</i>	1. Provide for orderly residential growth that would allow the County population to reach a maximum of approximately 80,000 persons.
2. Establish maximum residential densities as follows: <ul style="list-style-type: none"> <li>• <u>Low Density</u> - 1 dwelling unit per acre</li> <li>• <u>Medium Density</u> - 1.75 dwelling units per acre</li> <li>• <u>High Density</u> - 3.0 dwelling units per acre</li> <li>• <u>Multi-Family</u> - 10 dwelling units per acre</li> </ul>	<i>No change.</i>	1.1 Establish maximum residential densities as follows: <p><u>Single-Family:</u>  Low Density- 1.0 dwelling unit per acre  Medium Density-1.75 dwelling units per acre  High Density- 3.0 dwelling units per acre</p> <p><u>Multi-Family:</u> 10.0 dwelling units per acre</p>
3. In evaluating the appropriateness of	<i>Revised.</i>	2.2 In evaluating rezoning and use permit

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rezoning and use permit requests, consider, through a fiscal impact analysis process, the anticipated impact of the proposed development on utility, transportation, public facility, school and other systems, as well as the potential for encouraging additional residential development.		requests, consider the potential impact of the proposed development on public facilities, services, and infrastructure as well as potential fiscal impacts.
4. Use planning, zoning, and utility extension policies to guide specific types and densities of development to specific areas of the County able to handle the impacts.	<i>No substantive change</i>	2.3 Guide specific types and densities of development to specific areas of the County through planning, zoning and utility extension policies.
5. Use available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development.	<i>Revised for greater specificity</i>	2.4 Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development, and seek enabling legislation to expand the County's authority in this regard.
6. Use the capital improvement programming process to plan utility and transportation network improvements which will guide industrial/commercial development to areas designated for such development both newly developing areas or blighted areas in need of revitalization.	<i>No substantive change</i>	2.5 Use the capital improvement programming process to plan and fund utility and transportation improvements that will guide industrial and commercial development to areas designated for such uses.
7. Establish requirements for "greenbelts" (i.e., natural or newly installed landscaped areas) of appropriate widths to preserve trees and rural vistas along the following highways: <ul style="list-style-type: none"> <li>• Victory Boulevard (Route 171) east of Hampton Highway</li> <li>• Hampton Highway (Route 134)</li> <li>• Route 132</li> <li>• Route 199 in Lightfoot</li> <li>• Denbigh Boulevard (Route 173)</li> <li>• Fort Eustis Boulevard (Route 105)</li> <li>• The Colonial Parkway is a roadway of rare natural beauty linking historic Yorktown with Colonial Williamsburg and Jamestown. Any development in proximity to this roadway should provide adequate buffers to preserve the vistas from that roadway.</li> <li>• In addition, consideration should be given to adopting various other appropriate measures, including the possibility of a corridor protection standards as enabled by the Code of Virginia, deemed necessary to protect the scenic vistas along the Colonial Parkway.</li> </ul>	<i>Updated</i>	7.2 Maintain greenbelt requirements of appropriate widths to preserve trees and rural vistas along the following highways: <ul style="list-style-type: none"> <li>• Victory Boulevard (Route 171) east of Hampton highway</li> <li>• Hampton Highway (Route 134)</li> <li>• Route 132</li> <li>• Denbigh Boulevard (Route 173)</li> <li>• Fort Eustis Boulevard (Route 105) and extension</li> </ul>
8. Use conservation easements to preserve open space and provide	<i>Revised to include the cluster technique as a desirable tool</i>	4.1 Use conservation easements, clustering, and other techniques to preserve open

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significant buffers.	<i>for preserving open space.</i>	space and provide significant buffers.
9. Where all or a portion of a new residential development is located within a Resource Management/Protection Overlay District, consider establishing provisions to require the use of cluster development techniques.	<i>Updated and revised.</i>	5.1 Encourage the use of cluster development techniques for all new residential development located within the Environmental Management Area Overlay District.
10. Encourage "compatibility zones" along the boundaries of neighboring jurisdictions.	<i>Updated</i>	3.1 Maintain "compatibility zones" in areas adjoining jurisdictional boundaries to provide for comparable zoning and development patterns
11. Encourage the visual enhancement of the County's commercial corridors, and particularly the Route 17 corridor, through the consideration of tools and techniques intended to: <ul style="list-style-type: none"> <li>• preserve and protect existing mature trees;</li> <li>• establish new landscaped areas within the right-of-way as well as within existing and new development;</li> <li>• maximize building setbacks so as to provide opportunities for incorporation of green areas in highly visible areas and the retention of appropriate amounts of green space in the event of right-of-way expansion;</li> <li>• establish appropriate standards to ensure visually attractive signage, display and storage associated with business activity.</li> <li>• Provide for the underground placement of both new and existing utilities</li> </ul>	<i>Revised for specificity, updated, and divided into a Goal and a Strategy.</i>	7. Enhance the visual appeal of the County's major corridors, particularly the Route 17 corridor.  7.1 Use the following tools to improve the Route 17 Corridor: <ul style="list-style-type: none"> <li>• preserve and protect existing mature trees to the extent feasible</li> <li>• establish new landscaped areas within the right-of-way as well as within existing and new development</li> <li>• maximize building setbacks so as to provide opportunities for incorporation of green areas in highly visible areas and the retention of appropriate amounts of green space in the event of right-of-way expansion</li> <li>• establish appropriate standards to ensure visually attractive signage, display, and storage associated with business activity</li> <li>• encourage the underground placement of new utilities and require the underground placement of existing utilities</li> </ul>
12. Encourage conversion of existing blighted properties into visually pleasing and environmentally acceptable uses.	<i>Updated</i>	7.5 Encourage the adaptive reuse of existing blighted properties
13. Extend the landscaping plan prepared by the City of Williamsburg for Second Street into York County.	<i>Updated and revised</i>	7.4 Extend the streetscape improvements made by the City of Williamsburg along Second Street into York County.

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14. Preserve and protect the historic and architectural character of Yorktown through the adoption of an historic zoning district classification as enabled by the Code of Virginia. Of particular importance is the need to recognize the importance of the Revolutionary War battlefields and acknowledge the importance of the working waterfront to the development of Yorktown.	<i>Updated and revised. Strategies added to reflect the creation in 1995 of the HRM and TCM overlay districts.</i>	6.1 Implement an historic zoning district classification as enabled by the <u>Code of Virginia</u> to preserve and protect the historic and architectural character of Yorktown, with particular attention to the Revolutionary War battlefields and the waterfront.
		6.3 Require the identification of any and all significant historic sites on all subdivision and site plans and, to the extent practical, require the protection of such sites, depending on the extent of their significance, throughout the development process.
		6.4 Maintain higher standards of development at major gateways into historic Yorktown and Colonial Williamsburg, including the Colonial Parkway, Cook Road, Goosley Road, Route 17 north of (Cook Road), Pocahontas Trail, Route 143 west of Queen Creek, Route 132, Bypass Road, and Richmond Road.
15. Work with the Peninsula Airport Commission to modify airport activities which adversely impact existing County residential areas.	<i>Revised and moved to <u>Environment</u> element (Noise)</i>	9.2. Notify Andrews Air Force Base, Maryland and all regional military bases of citizens' concerns and complaints about excessive noise/low altitude operations by White House and military aircraft using Newport News/Williamsburg International Airport. ( <i>Environment</i> )
16. Fully implement a Geographic Information System to assist in effective land use planning.	<i>Deleted.</i>	
17. Prepare an annual report which describes and discusses the development activity during the year, including rezonings, use permits, site plans, subdivision, wetlands and land disturbing permits, capital improvements programming and the conformance of this activity with the Comprehensive Plan.	<i>No substantive change</i>	2.7 Prepare an annual report describing the development activity during the year, including land use patterns, rezonings, use permits, site plans, subdivision, wetlands and land disturbing permits, capital improvements programming, and the conformance of this activity with the <u>Comprehensive Plan</u> .

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TRANSPORTATION		
OVERALL GOALS		
Create and promote a transportation network that ensures the safe, efficient, convenient, and cost effective movement of people and goods within the County, between neighboring jurisdictions, and throughout the region. This network should be consistent and compatible with the environmental and economic development goals and objectives of the County. In working to achieve this goal, it is important for the County to continue to participate in regional transportation planning efforts.	<i>Rewritten in the form of a Vision statement.</i>	People and goods should be able to move safely, efficiently, and cost effectively within York County and throughout the region.
AIR		
A. OBJECTIVES		
1. Support the deliberate and coordinated modernization, growth, and development of Newport News/Williamsburg International Airport, but only in such a manner as to minimize the noise impacts and safety concerns on existing County residents.	<i>Reworded for less specificity.</i>	1. Develop on a regional basis an air transportation system in a manner that minimizes the noise impacts and safety concerns on existing County residential areas, while maximizing the economic and transportation service benefits to County citizens.
2. Encourage the long-term planning and development of a major regional airport facility (superport concept).	<i>Deleted</i>	
B. IMPLEMENTATION STRATEGIES		
1. Investigate the feasibility of securing voting representation on the Peninsula Airport Commission. It is critical that the future of the airport be guided in such a manner as to minimize the airport's negative impacts on the County while maximizing the positive aspects of its location. The best way to accomplish this is through mutual trust and cooperation between the County and the Airport Commission.	<i>No substantive change. Strategy 1.3 has been added to address the need for airport/land use compatibility.</i>	1.2 Investigate the feasibility of securing voting representation on the Peninsula Airport Commission.
		1.3 Ensure that land use decisions affecting areas adjacent to Newport News/Williamsburg International Airport take into consideration impacts on both the County and the airport.
2. Establish an airport advisory committee to coordinate the County's position on all air/airport related issues and plans.	<i>Deleted.</i>	
3. Investigate the feasibility of establishing a high-speed rail link between the County and Richmond International Airport to serve both air passenger and air cargo needs.	<i>Reworded as a stronger statement.</i>	1.1 Advocate the development of an enhanced regional air transportation network based around tying together the existing airport capacity in eastern Virginia with a high-speed rail system that links Newport News/Williamsburg International Airport with Richmond International and

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		Norfolk international airports.
<b>BIKEWAYS</b>		
<b>A. OBJECTIVES</b>		
1. Develop a bikeway network and programs facilitating safe bicycle transportation within York County and between York County and neighboring localities.	<i>As written, Objective #1 is actually an Implementation Strategy, when the objective to be achieved is to increase bicycle ridership. The objective of doubling the number of bicycle trips mirrors the national goal set forth in <u>The National Bicycle and Walking Study</u> published by the Federal Highway Administration.</i>	2. Double the number of bicycle trips for purposes of transportation as well as recreation both within York County and between the County and neighboring jurisdictions.
2. Integrate bikeway development into road plans when funding is available.	<i>Deleted to eliminate redundancy with Implementation Strategy #5 below.</i>	
3. Encourage the provision of bikeways and bicycle facilities, including bike racks, in multi-family residential developments and commercial shopping centers.	<i>Broadened to apply to all commercial districts, not just shopping centers.</i>	2.3 Encourage the provision of bikeways and facilities, including bike racks, in multi-family residential developments and commercial shopping centers and districts.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. In cooperation with neighboring localities, regularly update the regional bicycle route plan contained in this Plan.	<i>Updated.</i>	2.1 Develop and regularly update a regional bikeway network and programs facilitating safe bicycle transportation.
2. Install signage for and publicize inter- and intra-County bike routes.	<i>No substantive change.</i>	2.4 Install directional signs for and publicize inter- and intra-County bike routes.
3. Develop neighborhood and/or community bicycle networks to safely connect residential areas with nearby commercial and public-use areas.	<i>Reworded to provide for bicycle travel among neighboring residential subdivisions.</i>	2.5 Develop neighborhood and community bicycle networks to safely connect residential areas with nearby commercial and public use areas and with neighboring subdivisions.
4. Incorporate provisions within current development regulations and ordinances to require bikeway and bicycle-access planning and the construction of appropriate bicycle facilities, including consideration of security and safety, for multi-family residential and commercial developments.	<i>Deleted to eliminate redundancy with Objective #3 below.</i>	
5. Require routine consideration of Bikeway construction as part of road construction or reconstruction/widening projects.	<i>No substantive change.</i>	2.2 Integrate bikeway development into road construction and reconstruction/widening projects when funding is available.
6. Establish bicycle registration and an annual safety inspection program as a service to residents in cooperation with bicycle retailers, bicycle enthusiast organizations, and the County.	<i>Deleted.</i>	
7. Provide bicycle law and safety education as a part of the	<i>Reworded – No substantive change.</i>	2.7 Conduct bicycle rider training ranges at schools, fire stations,

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elementary school curriculum. As a part of this effort, the feasibility of establishing bicycle rider training ranges, perhaps at schools or fire stations, should be analyzed.		shopping centers, etc., and provide bicycle law and safety education as set forth in the Standards of Learning.
		<b>NEW RECOMMENDATION</b>
		2.8 Continue support and participation in regional bicycle and pedestrian efforts including the Historic Triangle Bicycle Advisory Committee.
<b>MASS TRANSIT</b>		
<b>A. OBJECTIVES</b>		
1. Promote the development of public transportation services and facilities to accommodate the needs of employment and service sectors in the County.	<i>Revised for specificity.</i>	3. Promote the development of facilities to accommodate van-pooling, ride-sharing, telecommuting, and other transportation demand efforts aimed at the employment and service sectors in the County and the region.
2. Promote the development and subsequent utilization of mass transit to serve heavily traveled and densely populated corridors in the County in order to reduce passenger car loads on such corridors.	<i>No substantive change.</i>	4. Promote the development and subsequent utilization of mass transit to serve heavily traveled and densely populated corridors in the County to reduce passenger car loads on such corridors.
3. Develop parking and convenience facilities to support tour bus traffic and shuttle bus services to and within tourist and convention areas.	<i>Deleted to eliminate redundancy with Implementation Strategy #5 below.</i>	
4. Encourage economical transportation services for senior citizens, handicapped residents, and other special populations.	<i>No substantive change. Divided into a Goal and a Strategy.</i>	5. Encourage economical transportation services for senior citizens, and the physically and sensory challenged.
		5.1 Design cost-effective programs and service targeted at specific market segments where and when appropriate.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Jointly develop with adjacent jurisdictions "Park & Ride" programs and transfer sites using existing underutilized parking areas.	<i>No substantive change.</i>	3.1 Jointly develop with adjacent jurisdictions "Park & Ride" programs and transfer sites using existing underused parking areas.
2. Establish, in conjunction with an existing transit provider, at least one work destination or fixed route as a pilot program for a minimum three year period.	<i>This Implementation Strategy was completed, and, after three years, the transit service was discontinued because of low ridership. The Implementation Strategy was revised to indicate that express bus service is still a worthy goal but that it must be cost-effective.</i>	4.3 Continue to analyze the feasibility of implementing express bus service along congested corridors in the County in a cost-effective manner.
3. Establish an incentive system (perhaps in concert with major employers) and a public	<i>Updated.</i>	5.1 Continue to offer reduced parking requirements as an incentive for developers to incorporate into

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awareness program for "Park & Ride" use, car pooling, van pooling, etc.		development plans transportation demand management practices that encourage alternative modes of transportation such as van-pooling, car-pooling, bicycle and pedestrian commuting, etc.
4. Investigate the feasibility of establishing a high-speed rail link between the County and Richmond International Airport to serve both air passenger and air cargo needs.	<i>No substantive change. Specific Strategy added to reflect the County's participation in the CSX Corridor Major Investment Study.</i>	4.1 Investigate the feasibility of establishing high-speed rail links between the County, Newport News/Williamsburg, Norfolk, and Richmond International Airport to serve both air passenger and air cargo needs. 4.2 Participate in feasibility studies analyzing light rail opportunities along the CSX corridor.
5. Initiate cooperative (private-public) funding ventures to support tour bus services between Yorktown and other visitor oriented areas and attractions in Hampton Roads. The first priority should be to support regular tour bus services within the Historic Triangle.	<i>No substantive change – Specific Strategy added to reflect the establishment of the R&amp;R Visitor Shuttle service in 1997.</i>	4.4 Initiate cooperative funding ventures to support tour bus services between Yorktown and other visitor oriented areas and attractions in Hampton Roads with primary emphasis on establishing regular tour bus services within the Historic Triangle. 4.5 Participate in and financially support for no less than three years the Williamsburg Area Visitor Shuttle Bus.
<b>RAILWAYS</b>		
<b>OBJECTIVES</b>		
1. Encourage an expansion of rail passenger services to and throughout the Peninsula commensurate with demand.	<i>Revised for specificity.</i>	6. Expand rail passenger service to and throughout the Peninsula.
2. Exploit, upgrade and extend existing rail linkages in York County to promote industrial and warehousing uses.	<i>No change.</i>	7. Exploit, upgrade and extend existing rail linkages in York County to promote industrial and warehousing uses.
3. Explore, in concert with the Federal Government, the joint modernization and use of the Cheatham Annex spur.	<i>Deleted to eliminate redundancy with Implementation Strategy #3 below.</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Regionally develop expanded passenger rail services throughout the Peninsula commensurate with demand. This includes consideration of schedules, frequency, facilities, and rolling stock.	<i>No substantive change.</i>	6.1 Regionally develop expanded passenger rail services – including consideration of schedules, frequency, facilities, and rolling stock – throughout the Peninsula.
2. Perform preliminary engineering including cost estimates, for the construction of rail spurs which would serve potential industrial, recycling, and warehousing locations adjacent to existing or logical extensions of rail lines in the County. These would be used to assist in the marketing of York	<i>Deleted.</i>	

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County to potential economic development clients requiring rail served sites.		
3. Determine, in concert with the U.S. Navy, the feasibility of modernizing and using the Cheatham Annex spur line to serve privately held industrial property adjacent to it. If determined feasible, preliminary engineering for such modernization should be performed.	<i>No change. This Strategy also appears in the Economic Development element.</i>	7.2 Determine, in concert with the U.S. Navy, the feasibility of modernizing and using the Cheatham Annex spur line to serve privately held industrial property adjacent to it. If determined feasible, preliminary engineering for such modernization should be performed.
<b>ROADWAYS</b>		
<b>B. OBJECTIVES</b>		
1. Develop facilities and strategies to reduce traffic congestion on Route 17 at critical times.	<i>Revised to refer generally to all major County arteries.</i>	8. Reduce peak-hour traffic congestion on major County arteries.
2. Annually establish priorities and standards for the improvement and expansion of existing roadways through the CIP and VDOT Six-Year Plan process.	<i>Revised to indicate that the model in the model is meant to provide guidance for prioritizing road improvement projects.</i>	8.1 Annually establish priorities and standards for the improvement and expansion of existing roadways through the CIP and VDOT Six-Year Plan process using the prioritization model contained within this Plan.
3. Develop roadway network plans to support existing and emerging residential, commercial, and industrial development patterns.	<i>No change.</i>	8.3 Develop roadway network plans to support existing and emerging residential, commercial, and industrial development patterns.
4. Limit the numbers and types of direct driveway access to the roadway network.	<i>No substantive change.</i>	8.4 Limit the numbers and types of direct access to the roadway network.
5. Encourage residential development patterns which provide direct driveway access from individual units to local streets and not to collector and arterial roadways.	<i>No substantive change.</i>	8.5 Encourage residential development patterns that provide direct driveway access from individual units to local streets and not to collector and arterial roadways.
6. Promote the interconnection of subdivision street systems to allow local movement without the necessity of utilizing collector and arterial roads and to aid in the provision of services to the lots within the subdivisions.	<i>Revised to reflect changes in the Subdivision Ordinance adopted in 1995 pertaining to the interconnection of subdivision streets.</i>	8.8 Require the interconnection of subdivision street systems for use by bicyclists, pedestrians, emergency vehicles, and – where such interconnection will not encourage “cut-through” traffic by people living outside the subdivisions – automobiles.
7. Promote the beautification of roadways in the County, especially commercial and tourist corridors.	<i>Deleted to eliminate redundancy with Implementation Strategy #7 below.</i>	
8. Install street lighting along heavily traveled corridors, at critical intersections, within medium and high density residential areas, in office and industrial parks, and at other appropriate locations in the County.	<i>Deleted to eliminate redundancy with Implementation Strategy #6 below.</i>	
9. Promote roadway safety.	<i>Revised for specificity.</i>	9. Reduce the number and severity of

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		accidents on York County's roadways
10. Ensure that roadway development is sensitive to environmental and cultural resources.	No substantive change.	10. Promote roadway development that is sensitive to environmental and cultural resources.
11. Develop and enhance capabilities to respond to vehicular accidents, especially those involving hazardous materials, on roadways within the County.	No substantive change.	9.6 Enhance capabilities to respond to vehicular accidents, including those involving hazardous materials, on County roadways.
12. Coordinate and cooperate with neighboring jurisdictions in planning and developing roadway systems.	No change.	8.6 Coordinate and cooperate with neighboring jurisdictions in planning and developing roadway systems.
13. Establish standards for limited access roadways within the County.	Deleted – Objective has been met.	
14. Designate appropriate roadway corridors for the establishment or maintenance of greenbelts and scenic easements.	Deleted – Objective has been met.	
C. IMPLEMENTATION STRATEGIES		
<p>1. Develop a methodology for prioritizing improvement and expansion of existing roadways and the construction of new roads. Factors to be considered include current and future traffic volumes, roadway capacity, accident rates, roadway geometry, and economic development potential. Maintain, through the established Six-Year Plan process, a current general roadway project priority listing. The road projects shown on <b>Map T-9</b> and listed below should be incorporated as funding availability and other priorities dictate:</p> <p><b>Interstate System</b></p> <p>a. I-64--widen to 8 lanes between Route 199 and I-664</p> <p>b. I-64--widen to 6 lanes between Route 33 (West Point) and Route 199</p> <p>c. I-64--Grove Interchange</p> <p><u>Primary System</u></p> <p>a. Route 17 (George Washington Memorial Highway)--widen to 6 lanes divided between Newport News city line and Alexander Hamilton Boulevard.</p>	Deleted – Rather than attempt to provide a lengthy list of every road improvement project that could conceivably be needed in the next twenty years, it was decided that the Strategy (#8.2) should simply reference the model that is used for ranking road improvement priorities. See Objective #2 above.	

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<p>b. Route 17 (George Washington Memorial Highway)--provide 4 lanes on a new or upgraded crossing of the York River in the vicinity of Yorktown. A tunnel is considered to be the optimum choice.</p> <p>c. Route 60 (Pocahontas Trail)--widen to 4-lane divided in vicinity of Grove.</p> <p>d. Route 105 (Ft. Eustis Blvd.)--widen to 4-lane divided section between Newport News city line and Route 17.</p> <p>e. Route 105 (Ft. Eustis Blvd.)--extend 4-lane divided section on a new location between Route 17 and Route 173 at Seaford Road.</p> <p>f. Route 132--widen to 4 lanes divided (and maintain bicycle lanes) between Bypass Road and Route 143.</p> <p>g. Route 134 (Hampton Highway)--widen to 6 lanes divided between Big Bethel Road and the Hampton city line.</p> <p>h. Route 143 (Merrimac Trail)--construct a center turn lane between Armstrong Drive and Tam-O-Shanter Boulevard.</p> <p>i. Route 143 (Merrimac Trail)--widen to 4 lanes divided between Second Street and the Williamsburg city line.</p> <p>j. Route 171 (Victory Blvd.)--widen to 6 lanes divided between Route 17 and Big Bethel Road.</p> <p>k. Route 171 (Victory Blvd.)--widen to 4 lanes divided between Big Bethel Road and the Poquoson city line.</p> <p>l. Route 173 (Denbigh Blvd.)--widen to 4 lanes divided between the Newport News city line and Route 17.</p>		

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<p>m. Route 173 (Goodwin Neck Road)--widen to 4 lanes divided between Route 17 and Seaford Road.</p> <p>n. Route 199--extend a 4-lane divided section on a new location between I-64 and Route 60 including an interchange with relocated Mooretown Road/Pottery Road.</p> <p>o. Route 238 (Yorktown Road)--widen to 4 lanes divided between the Newport News city line and Goosley Road.</p> <p>p. Route 238 (Goosley Road)—widen to 4 lanes divided between Yorktown Road and Route 17.</p> <p>q. Route 238 (Goosley Road)—widen to 2 full lanes (24-foot pavement section) between Route 17 and Cook Road.</p> <p>r. Route 238--relocate Route 238 to a new location between Washington Road at the U. S. Coast Guard RTC and Old-York Hampton Highway at Falcon Road and traversing the boundary of the Colonial National Historical Park. Moore House Road between Cook Road and Washington Road would become a part of the National Park Service tour road system. (Construction of this facility would be the responsibility of the National Park Service and is included at their request).</p> <p>s. York River Crossing--extend a new 4-lane limited-access bridge across the York River from the Route 199/Old York Road intersection to Gloucester County (potential public or private toll-facility).</p> <p>t. Snidow Boulevard Extension--extend a 4-lane divided limited-access roadway on a new location</p>		

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<p>between Route 17 in the vicinity of York High School and the Newport News city line.</p> <p>u. Monticello Avenue Extension--extend a 4-lane divided bridge and approaches between Richmond Road in the City of Williamsburg over the CSX rail right-of-way to the intersection of Waller Mill and Bypass Roads.</p> <p><b>Secondary System</b></p> <p>a. Route 600 (Big Bethel Road)--widen to 4 lanes between Hampton Highway and the Hampton city line and improve to two 12-foot lanes with paved shoulders between Hampton Highway and Yorktown Road.</p> <p>b. Route 603 (Mooretown Road)--</p> <p>(1) provide a 4-lane road with center turn lane on a new location between the Route 199/Pottery Road interchange and existing Mooretown Road in the vicinity of Old Taylor Road. This roadway should be initially constructed as a 2-lane road with the full understanding that development in the Lightfoot area will be expected to contribute to construction of the ultimate section.</p> <p>(2) provide a 4-lane road with a center turn lane on a new location between the existing terminus of Kingsgate Parkway and Mooretown Road east of Airport Road. This roadway should be initially constructed as a 2-lane road with the full understanding that development in the Lightfoot area will be</p>		

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<p>expected to contribute to construction of the ultimate section.</p> <p>(3) widen existing Mooretown Road between the two new locations to 4 lanes with turn lanes as necessary and appropriate. Developer participation should be required.</p> <p>c. Route 614 (Showalter Road)--improve pavement section and shoulders.</p> <p>d. Route 620 (Lakeside Drive)—</p> <p>(1) widen to 4 lanes with turn lanes between Showalter Road and Route 17.</p> <p>(2) Improve pavement section and shoulders on remainder of road.</p> <p>e. Route 620 (Link Road)--spot improvements to pavement section and shoulders.</p> <p>f. Route 620 (Oriana Road)--</p> <p>(1) widen to 4 lanes from Burts Road to Route 17.</p> <p>(2) improve pavement section (12-foot lanes) and shoulders between Burts Road and Newport News city line.</p> <p>g. Route 620 (Railway Road)—spot improvements to pavement section and shoulders.</p> <p>h. Route 621 (Dare Road)--</p> <p>(1) widen to 4 lanes between Constitution Drive and Route 17.</p> <p>(2) improve pavement section and shoulders and add turn lanes between Constitution Drive and Lakeside Drive.</p> <p>i. Route 621 (Grafton Drive)--</p>		

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<p>improve pavement section (12-foot lanes), shoulders, drainage, and intersections with Route 17 (both) and Amory Lane.</p> <p>j. Route 622 (Seaford Road)--improve pavement section and shoulders and add turn lanes between Goodwin Neck Road and Back Creek Road (second intersection).</p> <p>k. Route 626 (Shirley Road)--improve pavement section (12-foot lanes) and shoulders to accommodate the relatively high percentage of truck traffic. An alternative roadway alignment leading directly from Seaford Road to the current terminus of Shirley Road would be the preferred alternative if potential environmental issues (wetlands) can be overcome.</p> <p>l. Route 630 (Amory Lane)--improve pavement section and shoulders to accommodate school-oriented traffic for the Grafton Drive School Site.</p> <p>m. Route 630 (Wolftrap Road)—</p> <p>(1) Improve pavement section and shoulders and add turn lanes between Route 17 and Goodwin Neck Road. In addition, improve the Wolftrap Road/Goodwin Neck Road intersection.</p> <p>(2) Improve pavement section (12-foot lanes), railway crossing and shoulders between Hornsbyville Road and the Route 105 Extension.</p> <p>n. Route 632 (Old Wormley Creek Road)—improve pavement section and shoulders.</p> <p>o. Route 634 (Old York-</p>		

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<p>Hampton Highway)-- improve pavement section, drainage, and shoulders and add turn lanes. In addition, reconfigure the intersection with Hornsbyville Road.</p> <p>p. Route 640 (Old York Road)- -widen to 4 lanes and realign between Penniman Road and Route 199.</p> <p>q. Route 641 (Penniman Road)— (1) Widen and realign between intersection with Route 199 and existing new section at Liberty Warehouse.</p> <p>(2) Spot improvements to pavement section and shoulders and add turn lanes between Merrimac Trail and Oak Drive</p> <p>(3) Improve pavement section drainage, shoulders between Oak Drive and Interstate 64.</p> <p>(4) improve pavement section, shoulders and curvature between Route 199 and the Colonial Parkway.</p> <p>r. Route 645 (Airport Road)-- improve pavement section between Rochambeau Drive and Waller Mill Park and add turn lanes at the entrance to the Park.</p> <p>s. Route 646 (Lightfoot Road)— (1) Improve pavement section, shoulder, and drainage and add turn lanes between Richmond Road and Interstate 64.</p> <p>(2) Improve pavement section section, alignment, geometrics, and shoulders between I- 64 and James City County line.</p>		

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<p>t. Route 655 (Allens Mill Road)--improve alignment, pavement section, shoulders, and drainage.</p> <p>u. Route 660 (Baptist Road)—</p> <p>(1) Improve alignment, drainage and pavement section between Old Williamsburg Road and current road terminus.</p> <p>(2) Extend a 2-lane road on a new location from current terminus to Crawford Road. Exact location and alignment subject to negotiation with the NPS.</p> <p>v. Route 704 (Cook Road)—improve pavement section and sight distance and add turn lanes between Goosley Road and Old York-Hampton Highway.</p> <p>w. Route 706 (Yorktown Road)--provide spot intersection and drainage improvements.</p> <p>x. Route 709 (Burts Road)--improve intersections with Route 17 and Oriana Road.</p> <p>y. Route 713 (Waller Mill Road)--widen to 4 lanes with turn lanes between Bypass Road and Kingsgate Parkway.</p> <p>z. Route 716 (Hubbard Lane)—improve pavement section and shoulders between Edale Avenue and the James-York Plaza entrance road and between Percussion Road and the Colonial Parkway.</p> <p>aa. Route 716 (West Queens Drive)--improve pavement section and shoulders between the Colonial Parkway and Huntingdon Road.</p> <p>bb. Route 718 (Back Creek Road)--improve pavement section (12-foot lanes), drainage, shoulders, and</p>		

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<p>intersection alignment between Seaford Road and Shirley Road.</p> <p>cc. Route 718 (Battle Road)--improve intersections with Route 17 and Old York-Hampton Highway.</p> <p>dd. Route 718 (Hornsbyville Road)--</p> <p>(1) improve intersection with Old York-Hampton Highway.</p> <p>(2) improve pavement section, alignment, shoulders, and railroad crossing between Wolftrap Road and Goodwin Neck Road.</p> <p>ee. Route 751 (Ella Taylor Road)--improve intersections with Showalter Road and Route 17.</p> <p>ff. Route 792 (Old Lakeside Drive)--improve pavement surface and geometrics.</p> <p>gg. Route 1123 (Tam-O-Shanter Boulevard)--improve intersection with Merrimac Trail.</p> <p>hh. Route 1203 (York-Warwick Drive)--improve intersection with Route 17.</p> <p>ii. Route 1249 (Siege Lane)--improve intersection with Route 17.</p> <p>jj. Route 1314 (Lakeshead Drive)—improve pavement section and shoulders between West Queens Drive and New Quarter Park.</p> <p>kk. Route F137 (Rochambeau Drive)—spot improvements to pavement section, shoulders, sight distance and intersections between Merrimac Trail and Lightfoot Road.</p> <p>ll. Route F138 (Winchester Road)—reconstruct as a 4-lane boulevard-type of</p>		

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<p>roadway with turn lanes from Penniman Road to end. It is expected that this improvement will be required of the developers of property which will be served by the facility.</p> <p>mm. County wide—improve railroad crossings, pavement markings (including the use of recessed markers on higher volume secondary roads), and signage</p>		
<p>2. Employ facilities and strategies that maximize the application of current and emerging technologies to reduce congestion on Route 17 and other major traffic arteries at critical times. For example, the use of full computer synchronization of traffic signal strings, time and volume based turn prohibitions, and remote sensing of accidents and breakdowns are all worthy of consideration.</p>	<p><i>Updated to reflect advances in technology and the initiation of regional efforts to develop an Intelligent Transportation System (ITS) in Hampton Roads.</i></p>	<p>8.7 Apply Intelligent Transportation Systems (ITS) technology to the Route 17 corridor and seek early deployment funding from the State and Federal Departments of Transportation.</p>
<p>3. Update the County's development regulations and ordinances to include requirements that:</p> <ul style="list-style-type: none"> <li>a. Limit the number and types of direct access points, especially commercial entrances, to major roadways.</li> <li>b. Where feasible, provide direct driveway access only to local streets versus collector or arterial roads.</li> <li>c. Interconnect subdivision streets between compatible land uses to allow movement without use of collector and arterial roads provided that such interconnection can be done safely.</li> <li>d. Set standards for limited access roadways within the County.</li> </ul>	<p><i>Deleted – Strategy has been completed.</i></p>	

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4. Require that traffic issues and concerns be fully addressed as a part of all new development. In this regard, some form of traffic study should be performed for all development proposals. The level of detail and analysis required should be in direct proportion to the anticipated volume of traffic generated by the development.	<i>No substantive change.</i>	9.7 Require that traffic issues and concerns be fully addressed as a part of all new development in the form of a traffic impact analysis.
5. Participate in revenue-sharing matching-fund programs offered by VDOT to the maximum extent fiscally feasible in order to accelerate road construction and improvement projects.	<i>No change.</i>	8.7 Participate in revenue-sharing matching-fund programs offered by VDOT to the maximum extent fiscally feasible in order to accelerate road construction and improvement projects.
6. Install or require installation of street lighting along heavily traveled corridors, at critical intersections, within medium and high density residential areas, in office and industrial parks and at other appropriate locations in the County.	<i>No change.</i>	9.3 Install or require installation of street lighting along heavily traveled corridors, at critical intersections, within medium and high density residential areas, in office and industrial parks and at other appropriate locations in the County.
7. Develop roadway beautification plans for major commercial and tourist corridors in the County. These plans should consider such things as landscaping, lighting, underground utilities, storm drainage, signage, and other similar items. Once developed and approved, such plans should be implemented through annual appropriations in the CIP.	<i>Moved to <u>Land Use</u> element.</i>	6.4 Maintain higher standards of development at major gateways into historic Yorktown and Colonial Williamsburg, including the Colonial Parkway, Cook Road, Goosley Road, Route 17 north of (Cook Road), Pocahontas Trail, Route 143 west of Queen Creek, Route 132, Bypass Road, and Richmond Road. ( <u>Land Use</u> )
8. Incorporate into the County's development review process provisions to require that roadway plans be analyzed with specific focus on the preservation and/or restoration of environmental, aesthetic and cultural resources to include the establishment and maintenance of greenbelts and scenic easements, planting of street trees, and landscaping of roadway frontages and medians. In this regard, the provision of buffers containing dense vegetation and trees between residential communities and major roadways should be required as the preferred alternative to structural noise barriers.	<i>No change.</i>	10.1 Incorporate into the County's development review process provisions to require that roadway plans be analyzed with specific focus on the preservation and/or restoration of environmental, aesthetic and cultural resources to include the establishment and maintenance of greenbelts and scenic easements, planting of street trees, and landscaping of roadway frontages and medians. In this regard, the provision of earthen forms and buffers containing dense vegetation and trees between residential communities and major roadways should be required as the preferred alternative to structural noise barriers.

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9.	Develop specific plans for the transportation of hazardous materials within and through the County.	No change.	9.4 Develop specific plans for the transportation of hazardous materials within and through the County.
10.	Continue to provide County-funded law enforcement positions used in traffic law enforcement operations.	No change.	9.1 Continue to provide County-funded law enforcement positions used in traffic law enforcement operations.
11.	Continue to support and promote transportation safety through the York County Transportation Safety Commission.	No substantive change.	9.2 Continue to support and promote the York County Transportation Safety Commission.
			<b>NEW RECOMMENDATION</b>
			9.5 Evaluate the use of traffic calming street designs that could, if determined desirable after careful study, be incorporated into the Subdivision Ordinance for application in residential neighborhoods.
<b>WALKWAYS</b>			
<b>B. OBJECTIVES</b>			
1.	Require pedestrian linkages between residential areas and schools, shopping areas, and recreational, cultural, and/or governmental facilities.	Deleted to eliminate redundancy with Objective #1 below.	
2.	Provide aesthetically appealing sidewalks throughout commercial areas, especially tourist-oriented commercial areas.	Deleted to eliminate redundancy with Objective #3 below.	
3.	Complete existing walkway systems in cooperation with adjoining jurisdictions.	Deleted to eliminate redundancy with Implementation Strategy #3 below.	
4.	Encourage walkways throughout medium and high density residential development.	Deleted to eliminate redundancy with Implementation Strategy #4 below.	
<b>C. IMPLEMENTATION STRATEGIES</b>			
1.	Ensure that the development regulations and ordinances require the installation of pedestrian linkages between residential areas and schools, shopping areas, and recreational, cultural and/or government facilities.	No substantive change.	11.1 Require the installation of pedestrian linkages between residential areas and schools, shopping areas, and recreational, cultural and public facilities.
2.	Annually review, and if necessary revise, in conjunction with the County’s six-year road plans, the recommended sidewalk plan contained in this Plan (see Map T-11) to ensure that the categorization and prioritization of proposed sidewalk locations remain applicable and appropriate.	No substantive change.	11.2 Annually review, and if necessary revise, in conjunction with the County’s six year roads plans, the recommended sidewalk plan contained in this Plan to ensure that the categorization and prioritization of proposed sidewalk locations remain applicable and appropriate.

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3. Develop new walkways and complete existing walkway systems, including marked crosswalks, lighting, and signals where appropriate, in conjunction with adjoining jurisdictions and provide aesthetically appealing sidewalks in commercial, tourist-oriented, and residential areas as opportunities arise and funding becomes available. In such situations, deference should be given to the planned sidewalk network shown on <b>Map T-11</b> .	<i>No substantive change. Divided into two separate strategies.</i>	12.1 Develop new walkways and complete existing walkway systems, including marked crosswalks, lighting, and signals where appropriate, in conjunction with adjoining jurisdictions.
		12.2 Provide inviting and appealing sidewalks in commercial, tourist-oriented, and residential areas as opportunities arise and funding becomes available.
4. Require walkways in new medium and high density residential development.	<i>No substantive change – Revised to incorporate Implementation Strategy #1.</i>	12.3 Require walkways in new medium- and high-density residential development and as a part of development plan approvals where appropriate.
5. Develop a walking tour of Yorktown incorporating both the historic area and the waterfront. Construct, as necessary, pedestrian facilities to support this walking tour and publish a walking guide to the village incorporating maps and historical information about the buildings and sites along the way.	<i>No change.</i>	11.3 Develop a walking tour of Yorktown incorporating both the historic area and the waterfront. Construct, as necessary, pedestrian facilities to support this walking tour and publish a walking guide to the village incorporating maps and historical information about the buildings and sites along the way.
6. Include, as appropriate, sidewalk construction as a part of roadway construction or improvement projects.	<i>No change.</i>	12.4 Include, as appropriate, sidewalk construction as a part of roadway construction or improvement projects.
		<b>NEW RECOMMENDATIONS</b>
		11. Encourage people to make short trips by foot.
		12. Provide a safe and convenient walking environment for pedestrians.
		13. Reduce the number and severity of pedestrian traffic accidents.
<b>WATERWAYS</b>		
<b>A. OBJECTIVES</b>		
1. Restrict deepwater ports to existing available facilities and do not encourage expansion of industrially-related deepwater activities.	<i>Combined with Implementation Strategy #1 below, reworded, and moved to the <u>Land Use</u> element as a Goal and a Strategy.</i>	8. Protect unspoiled vistas and views of the water. ( <u>Land Use</u> )
		8.1 Restrict deepwater ports to existing available facilities and do not encourage expansion of industrially-related deepwater activities. ( <u>Land Use</u> )
2. Develop, in conjunction with the U.S. Coast Guard, other governmental entities and agencies, and private industry, a comprehensive emergency response plan for water-borne disasters and oil and hazardous material spills and incorporate	<i>Deleted to eliminate redundancy with Implementation Strategy #2 below.</i>	

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such a plan into the County's overall emergency plan.		
3. Promote Yorktown as both an origination point and a port-of-call for small passenger cruise ship operations.	<i>No change.</i>	15.1 Promote Yorktown as both an origination point and port-of-call for small passenger cruise ship operations.
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. The attractiveness of York County for both residential living and economic development is due, in part, to the many unspoiled vistas and views of the water. Industrial waterfront activities are incompatible with this aesthetic appeal and therefore, industrial type (i.e., cargo handling) deepwater ports should be restricted to existing facilities and expansion of industrially-related deepwater activities should not be encouraged.	<i>See Objective #1 above.</i>	
2. Develop, in conjunction with the U.S. Coast Guard, other governmental entities and agencies, and private industry, a comprehensive emergency preparedness and response plan for water-borne disasters and oil and hazardous material spills and incorporate such a plan into the County's overall emergency plan.	<i>No change—specific Strategy added.</i>	14.1 Develop, in conjunction with the U.S. Coast Guard, other governmental entities and agencies, and private industry, a comprehensive emergency preparedness and response plan for water-borne disasters and oil and hazardous material spills and incorporate such a plan into the County's overall emergency plan.
3. Capitalize on Yorktown's historical significance and location to promote Yorktown as both an origination point and port-of-call for small passenger cruise ship operations.	<i>Deleted to eliminate redundancy with Objective #3 above.</i>	
4. Exploit the opportunities available to revitalize the Yorktown waterfront and strengthen the relationship between Yorktown and the York River. Lunch and dinner cruises, a fresh seafood market/pier, transient boat dockage, reconstructed Eighteenth Century port facilities, and public access to the water are all worthy of consideration.	<i>Specific Strategy added.</i>	15. Revitalize the Yorktown waterfront and strengthen the relationship between the York River and Yorktown.  15.2 In accordance with the <u>Yorktown Master Plan</u> , exploit opportunities available to revitalize the Yorktown waterfront and strengthen the relationship between Yorktown and the York River.
5. Investigate the feasibility of developing a plan for meeting dredging needs for both recreational and commercial watercraft, including locating appropriate spoils sites.	<i>Revised.</i>	16. Explore opportunities for meeting dredging needs for both recreational and commercial watercraft.
		<b>NEW RECOMMENDATIONS</b>
		14. Enhance the safety of the County's

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		waterways.
		14.2Regulate the use of jet skis and other watercraft and provide enforcement.

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UTILITIES		
OVERALL GOAL		
Provide utility services to appropriate locations and in a manner which serves community needs conveniently, efficiently, and economically. Public utilities should be a primary factor in guiding residential, commercial, and industrial development into appropriate areas.	<i>Revised for specificity and reworded in the form of a Vision statement.</i>	York County should be a locality where the people have access to safe and efficient means of wastewater disposal, to water supplies that are sufficient in quality and quantity to meet household and fire suppression needs, and to other utilities that enhance the overall quality of life.
OVERALL		
A. OBJECTIVES		
1. Ensure that the extension, site selection and timing of public utilities services, whether publicly or privately funded, is accomplished in accordance with current and anticipated needs.	<i>Deleted – Statement is superfluous.</i>	
2. Guide the expansion of utilities services into undeveloped areas in such a manner as to ensure long-term financial viability (including operating, maintenance, and debt service costs) and to prevent future service shortfalls.	<i>Deleted – This goal is encompassed in subsequent Goals and Strategies related to the Utilities Strategic Capital Plan..</i>	
3. Plan public utilities in recognition that service to designated areas of the County should be deferred because of environmental constraints, high costs and/or planned low density development. The capacity of the designated areas to support well and septic systems while maintaining acceptable health levels must be considered as well as the potential for creating development densities and intensities which are consistent with the <u>Comprehensive Plan</u> .	<i>Revised and divided into two Goals and a Strategy that appears in the <u>Land Use</u> element.</i>	4. Extend public sewer to areas in the County based on a priority system that includes the following criteria: <ul style="list-style-type: none"><li>• Health considerations</li><li>• Fiscal constraints</li><li>• Potential development densities</li><li>• Economic development opportunities</li><li>• Environmental constraints</li></ul>
4. Use public utilities planning to guide development into appropriate areas.		8. Extend public water to areas in the County based on a priority system that includes the following criteria: <ul style="list-style-type: none"><li>• Health considerations</li><li>• Fire suppression needs</li><li>• Fiscal constraints</li><li>• Potential development densities</li><li>• Economic development opportunities</li><li>• Environmental constraints</li></ul>
		2.3 Guide specific types and densities of development to specific areas of the County through planning, zoning and utility extension policies. ( <u>Land Use</u> )
REGULATED UTILITIES		
A. OBJECTIVES		
1. Continue and strengthen requirements that all utilities be placed underground in new development.	<i>Deleted to eliminate redundancy with Implementation Strategy #1 below.</i>	
2. Work with utility companies to	<i>Deleted to eliminate redundancy</i>	

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remove price differentials between aboveground and underground utility placement.	<i>with Implementation Strategy #2 below.</i>	
3. Establish utility placement criteria which minimize the amount of tree clearing required for utility installation and maintenance.	<i>Revised to eliminate redundancy and (see Implementation Strategy 4 below) and to emphasize that the actual objective is to minimize the amount of tree clearing, whereas “establishing utility placement criteria” is a strategy for achieving that objective.</i>	2. Minimize the amount of tree clearing required for utility installation and maintenance.
4. Encourage the replacement of aboveground utilities with underground utilities, especially along scenic roads and roadway corridors which access tourist areas.	<i>Deleted to eliminate redundancy with Implementation Strategy #5 below.</i>	
<b>C. IMPLEMENTATION STRATEGIES</b>		
1. Require underground installation of all utilities in new residential, commercial and selected industrial development.	<i>No substantive change.</i>	1.1 Continue to require underground installation of all utilities in new residential, commercial, and selected industrial development.
2. Pursue the reduction of price differentials between aboveground and underground utility placement.	<i>No change.</i>	1.2 Pursue the reduction of price differentials between aboveground and underground utility placement.
3. Pursue enabling legislation to include the costs of replacing aboveground utilities with underground utilities in concert with VDOT road projects.	<i>No change.</i>	1.3 Pursue enabling legislation to include the costs of replacing aboveground utilities with underground utilities in concert with VDOT road projects.
4. Ensure that the zoning and various utilities ordinances incorporate utility placement criteria which minimize the tree clearing requirements for utility installation and maintenance. Additionally, tree replacement within temporary construction easements should be required.	<i>No substantive change.</i>	2.1 Continue to ensure that the zoning and various utilities ordinances incorporate utility placement criteria that minimize tree clearing requirements for utility installation and maintenance. Additionally, tree replacement within temporary construction easements should be required.
5. Designate priorities for the replacement of aboveground utilities with underground utilities with a primary focus on scenic roadways and tourist and commercial access corridors. These priorities should be funded by annual appropriations through the County Capital Improvement Program.	<i>No substantive change. Revised for brevity.</i>	1.4 Designate priorities for the replacement of aboveground utilities with underground utilities with a primary focus on scenic roadways and tourist areas, funded by annual appropriations through the Capital Improvements Program.
6. Develop and implement landscaping and screening standards and requirements for various utility placements and structures including transformers, meters, antennae, and other similar aboveground structures.	<i>Updated and revised for brevity.</i>	2.2 Continue to implement landscaping and screening standards and requirements for various utility placements and structures including transformers, meters, antennae, and other similar aboveground structures.

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Such landscaping, while not necessarily hiding or completely screening these structures, should be utilized to soften the visual impact.		
7. Support the development of state-of-the-art telecommunications facilities in the County to serve both the educational and professional/commercial communities. The County's development ordinances should provide appropriate opportunities for such facilities in the County, but in such locations as to ensure maximum connectivity without sacrificing aesthetic objectives.	<i>Expanded for specificity</i>	3. Support and regulate the development of state-of-the-art telecommunications facilities in the County to serve both the educational and business communities and provide needed connectivity without sacrificing aesthetic objectives.
		<b>NEW RECOMMENDATIONS</b>
		1. Eliminate overhead utilities.
		3.1 Discourage or prohibit towers in historic or residential areas unless there is no other practical option. When towers are to be located within or adjacent to such areas, they should be disguised in some manner and not pierce the ambient tree line.
		3.2 Guide towers to industrial areas and other areas where towers already exist.
		3.3 Require towers to be engineered to support multiple users.
		3.4 Limit the height of towers so that they will not require lighting unless a tower with lighting already exists nearby.
		3.5 Ensure that new antenna support structures are safe and blend into the surrounding environment when possible.
<b>SEWER</b>		
<b>A. OBJECTIVES</b>		
1. Prohibit development of any new privately-owned sewage treatment systems (package plants) and alternative septic systems such as sand mounds.	<i>Deleted – Objective has been met.</i>	
2. Establish specific minimum maintenance intervals for septic systems.	<i>Deleted – Strategy has been completed.</i>	
3. Develop a priority system based on established criteria for the extension of public sewer.	<i>Deleted – Strategy has been completed with the completion of the Target 2000 plan.</i>	
4. Consider alternatives to conventional gravity line sewer systems which can serve existing development while not promoting expanded development.	<i>Deleted to eliminate redundancy with Implementation Strategy 3 below.</i>	

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5. Evaluate the consequences of building fewer, but bigger, pump stations in an effort to minimize maintenance costs as opposed to requiring developers to build systems only large enough to serve their developments and, thereby, not opening large adjacent areas for development.	<i>Deleted – Objective has been met.</i>	
6. Require all new development, except very low density residential, to be connected to public sewer.	<i>Deleted to eliminate redundancy with Implementation Strategy 5 below.</i>	
		<b>NEW RECOMMENDATIONS</b>
		5. Prevent development from exceeding the capacity of the public sewer system.
		6. Reduce the incidence of failing sewer systems
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Amend Chapter 18 (Sewers and Sewage Disposal) of the County Code to prohibit development of any new privately-owned sewage treatment systems (package plants) and alternative septic systems such as sand mounds; and to establish specific minimum maintenance intervals for septic systems.	<i>Deleted – Strategy has been completed.</i>	
2. Develop and regularly update a priority system for the installation or extension of public sewer. The criteria for such system should include, at a minimum, the following: health considerations, fiscal constraints, potential development densities with and without installation/extension, economic development	<i>Revised to reflect initiation and continuation of the <u>Target 2000</u> program since the adoption of the 1991 <u>Comprehensive Plan</u>.</i>	4.1 Continue to implement the <u>Utilities Strategic Capital Plan</u> .
3. Employ alternatives to conventional gravity line sewer systems (e.g. - vacuum system) in order to serve existing development. These alternative methods should only be used to correct existing health problems, not for expansion of development.	<i>Revised for brevity.</i>	4.2 Consider alternatives to conventional gravity line sewer systems – such as vacuum systems – that can serve existing development while not promoting expanded development.
4. Conduct an overall economic evaluation of the total public service consequences of the County's current policy of building fewer, but larger capacity, pump stations to serve specific areas and minimize maintenance costs.	<i>Deleted – Strategy has been completed.</i>	
5. Amend the zoning and subdivision ordinances to require that all new commercial,	<i>No substantive change. Revised for brevity.</i>	6.1 Require all new development, except very low-density residential, to be connected to public sewer.

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industrial, and multi-family development and all newly platted single-family residential lots, except very low density residential (1 unit per 2 <sup>+</sup> acres), be connected to public sewer.		
6. Evaluate the various operational/organizational alternatives for utility service delivery including service authorities, sanitary districts and operating departments.	<i>Deleted – Strategy has been completed.</i>	
7. Use all available tools and techniques to defer all or part of permitted development while such time as adequate public infrastructure is in place to support the development.	<i>Revised to recommend expanding the range of tools and techniques to allow the County to deter development.</i>	5.1 Use all available tools and techniques to defer all or part of permitted development while such time as adequate public infrastructure is in place to support the development, and seek enabling legislation to expand the County's authority in this regard.
8. Consider extending sewer to the following areas of the County during the first phase of a coordinated sewer construction/extension program: <ul style="list-style-type: none"> <li>• Green Springs</li> <li>• Mill Cove</li> <li>• Seaford (portion using vacuum system)</li> <li>• Tabb Terrace</li> </ul>	<i>Deleted – Strategy has been completed.</i>	
9. Establish level tap fees for new or extended sewer lines which fully recover their capital costs (including principal, interest, and administrative costs). However, alternatives to full cost recovery tap fees should be investigated and utilized, where appropriate, for sewer extensions to existing development or where the potential economic development benefits so warrant.	<i>Deleted – Strategy has been completed.</i>	
10. Amend the appropriate development ordinances to require a minimum separation between septic drainlines and the seasonal high water table. The required separation should be the minimum necessary, based on the best available information, to ensure that groundwater resources are not contaminated by septic effluents.	<i>Deleted – Strategy has been completed.</i>	
		<b>NEW RECOMMENDATIONS</b>
		6. Support the upgrading of Hampton Roads Sanitation District wastewater facilities in accordance

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		with the HRSD's adopted <u>Development Plan</u> and its annual <u>Facilities Management Plan</u> and <u>Capital Improvements Program</u> .
STORMWATER MANAGEMENT		
A. OBJECTIVES		
1. Provide opportunities for varying land use densities and intensities in recognition of the capability of storm drainage systems to effectively remove storm water runoff from developed areas without danger to persons, property or the environment.	<i>Revised to eliminate redundancy with Implementation Strategy 1 below and to emphasize that the actual goal is to reduce danger from runoff, whereas "providing opportunities for varying land use densities" is a strategy for achieving that goal.</i>	7. Reduce danger to persons, property, and the environment caused by stormwater runoff from developed areas.
2. Require underground storm water management systems and curb and gutter in new medium and high density residential developments and in all new commercial subdivisions.	<i>Deleted to eliminate redundancy with Implementation Strategy 2 below</i>	
3. Develop and adopt standards to establish a maximum allowable depth for roadside ditches where curb and gutter is not required.	<i>Deleted – Objective has been met.</i>	
4. Establish special stormwater runoff control techniques for all new development to prevent any increase in runoff borne sediment pollutant, or toxic loadings.	<i>No substantive change</i>	7.3 Establish special control techniques for all new development to prevent any increase in runoff-borne sediment, pollutant, or toxic loading.
5. Develop a County-wide stormwater management system.	<i>Deleted.</i>	
B. IMPLEMENTATION STRATEGIES		
1. Ensure that the County's development ordinances require storm drainage systems that effectively remove stormwater runoff from developed areas without danger to persons, property or the environment.	<i>No substantive change. Revised for brevity and clarity.</i>	7.1 Continue to require storm drainage systems that effectively remove stormwater runoff from developed properties.
2. Review, and if necessary, amend the County development ordinances to require underground stormwater management systems and curb/gutter in new medium and high density residential developments and in designated commercial and industrial subdivisions. Where curb and gutter is not required, standards for allowable roadside ditches must be developed and provided.	<i>Updated – No substantive change.</i>	7.2 Continue to require underground storm water management systems and curb and gutter in new medium- and high-density residential developments and in all new commercial subdivisions.
3. Develop and implement a County stormwater runoff control manual which details appropriate techniques for use in all new development in order to prevent an increase in sediment, pollutant,	<i>No substantive change.</i>	7.5 Continue to develop and implement a County stormwater runoff control manual detailing appropriate techniques to prevent increases in sediment, pollutant, or toxic loadings. Once developed and

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or toxic loadings. Once developed and tested, use of the manual should be required through appropriate amendments to the development ordinances.		tested, use of the manual should be required through appropriate amendments to the development ordinances.
4. Develop and implement a County-wide stormwater management plan.	<i>Deleted – Strategy has been completed.</i>	
5. Obtain and use state-of-the-art computer stormwater modelling software to assist all developers and landowners to use designs which qualitatively and quantitatively improve stormwater runoff from land development activities in the County.	<i>No substantive change.</i>	7.6 Continue to use state-of-the-art computer stormwater modeling to assist all developers and landowners to use designs that qualitatively and quantitatively improve stormwater runoff from land development activities in the County.
6. Investigate the possibility of placing certain limitations on the amount of impervious surface area associated with land development. Such limitations should be tailored to the needs and characteristics of specific drainage areas and might include increased open space requirements, the use of alternative pavement types such as porous asphalt or waffle block pavers, or other appropriate methods including various combinations thereof. As a part of this investigation, both an economic analysis and an environmental analysis of the costs and benefits should be undertaken.	<i>Deleted.</i>	
		<b>NEW RECOMMENDATION</b>
		7.4 Encourage the development and joint use of regional retention/detention ponds in residential and commercial developments wherever possible.
<b>WATER</b>		
<b>A. OBJECTIVES</b>		
1. Plan for adequate water supply and main capacity to ensure a balance of residential, commercial, and industrial connections, for both existing and planned development.	<i>Deleted to eliminate redundancy with Implementation Strategy #1 below.</i>	
2. Continue to participate in regional approaches to water supply and availability. In this regard, explore the concept of creating a regional water authority/district.	<i>Deleted to eliminate redundancy with Implementation Strategy #2 below.</i>	
3. Identify the possibilities for lessening the County's dependence on other localities for	<i>Deleted.</i>	

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public water service through such things as the joint development of additional surface water reservoirs with neighboring localities.		
4. Establish guidelines to limit water intensive development.	<i>Combined into a single Objective.</i>	11. Discourage excessive water use.
5. Develop standards requiring the use of water conservation techniques in all new development and redevelopment.		
6. Require all new development, except very low density residential, to be connected to public water or to a publicly-owned central water system.	<i>No substantive change.</i>	10.1 Require all new development, except very low-density residential, to be connected to public water or to a publicly-owned central water system.
7. Establish criteria for the prioritization of water extensions to existing and planned development.	<i>Deleted. Objective met.</i>	
<b>B. IMPLEMENTATION STRATEGIES</b>		
1. Plan for adequate water supply and main capacity to ensure a balance of residential, commercial, and industrial connections for both existing and planned development.	<i>No change.</i>	9.2 Plan for adequate water supply and main capacity to ensure a balance of residential, commercial, and industrial connections for both existing and planned development.
2. Continue to participate in regional approaches to water supply and availability. The creation of a regional water authority/district not operated by or for the benefit of a single jurisdiction should be a priority for the County. In this regard, the County should not pursue the long-term development of its own reservoir although it is appropriate for the County to develop its groundwater resources and explore other available sources. The County should work toward jointly developing additional surface water storage and withdrawal capacity with neighboring jurisdictions.	<i>No substantive change. Revised for brevity and clarity.</i>	9.1 Continue to participate in regional approaches to water supply and availability, with emphasis on the creation of a regional water authority or district. The County should work toward jointly developing additional surface water storage and withdrawal capacity with neighboring jurisdictions.
3. Establish guidelines or regulations which limit or strongly discourage development types which are significantly large users of potable water. The County should not recruit water intensive economic development nor allow other entities acting on its behalf to do so.	<i>Deleted.</i>	
4. Seek enabling legislation from the Virginia General Assembly which would allow the County to amend the building code and other appropriate development	<i>No change.</i>	11.2 Seek enabling legislation from the Virginia General Assembly to allow the County to amend the building code and other appropriate development

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ordinances to require the application of water conservation techniques in all new development and redevelopment projects.		ordinances to require the application of water conservation techniques in all new development and redevelopment projects.
5. Amend the zoning and subdivision ordinances to require that all new commercial, industrial, and multi-family development and all newly platted single-family residential lots, except very low density residential (1 unit per 2 <sup>+</sup> acres), be connected to public water or publicly-owned central water systems.	<i>Deleted – Strategy has been completed.</i>	
6. Develop and regularly update a priority system for the installation or extension of public water. The criteria for such priority system should include, at a minimum, the following: health considerations, fire suppression needs, fiscal constraints, potential development densities with and without installation/extension, economic development opportunities, and environmental constraints.	<i>Revised to reflect the initiation and continuation of the Target 2000 program since the adoption of the 1991 Comprehensive Plan.</i>	8.1 Continue to implement the <u>Utilities Strategic Capital Plan</u> .
7. Continue to require that new and extended water lines and systems be sized to provide adequate flows for fire suppression purposes.	<i>No change.</i>	9.3 Continue to require that new and extended water lines and systems be sized to provide adequate flows for fire suppression purposes.
8. Evaluate the various operational/organizational alternatives for utility service delivery including service authorities, sanitary districts and operating departments.	<i>Deleted – Strategy has been completed.</i>	
9. Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development.	<i>Revised to recommend expanding the range of tools and techniques to allow the County to deter development.</i>	9.4 Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development, and seek enabling legislation to expand the County's authority in this regard.
10. Consider extending water to the following areas of the County during the first phase of a coordinated water construction/extension program: <ul style="list-style-type: none"> <li>• Brook Lane/Riverside Drive</li> <li>• Mansion Road</li> <li>• Whites Road</li> <li>• Woodland Drive/Jonadab Road</li> </ul>	<i>Deleted—Strategy completed.</i>	
11. Establish level meter fees for new or extended water lines which fully recover their capital costs	<i>Deleted—Strategy completed.</i>	

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(including principal, interest, and administrative costs). However, alternatives to full cost recovery meter fees should be investigated and utilized, where appropriate, for water extensions to existing development or where the potential economic development benefits so warrant.		
12. Continue the County's participation in the Regional Raw Water Study Group. ( <u>Land Use element</u> )	<i>No change. This strategy has been moved from the <u>Land Use</u> element to the <u>Utilities</u> element.</i>	9.5 Continue the County's participation in the Regional Raw Water Study Group.
		<b>NEW RECOMMENDATION</b>
		9. Expand the supply of potable water in the County and the region.
		10. Protect the quality and quantity of groundwater.